Hongkong Daily Press.

ESTABLISHED 1857

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TIME-TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	every 15	minutes.
8.00 „	„ 9.30 „	„ 10	„
9.30 „	„ 11.00 „	„ 15	„
11.30 „	„ 12.30 p.m.	„ 15	„
12.30 p.m.	„ 2.30 „	„ 10	„
2.30 „	„ 4.00 „	„ 15	„
4.00 „	„ 8.10 „	„ 10	„

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SATURDAY
Extra Car—12 midnight.

SUNDAYS.

7.30 a.m. an	7.45 a.m.		
8.00 a.m. to	9.30 a.m.	every 15	minutes
9.30 „	„ 11.00 „	„ 10	„
11.30 „	12.00 noon „	15	„
12.00 noon „	1.00 p.m. „	10	„
1.00 p.m. „	4.00 „ „	15	„
4.00 „	„ 8.10 „ „	10	„

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As on Week Days

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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 16TH, 1921 until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations		No. 1. Local a.m.	No. 13 Local a.m.	No. 3 Local a.m.	No. 11 Local a.m.	No. 5 Through Express a.m.	No. 15 Local a.m.	No. 21 Local p.m.	No. 9 Through Express p.m.	No. 23 Local p.m.	No. 17 Local p.m.	No. 25 Local p.m.	No. Thro Exp. p.m.
CANTON (Tai Sha Tau)	dep.	Sundays only				8.00			3.45				5.30
SHEK LUNG	dep.					8.12			11.43				4.56
Shum Chun	dep.		7.33	8.06	10.37	11.13	11.40	1.18	4.36	5.13	.36		6.43
Sheungshui	dep.		7.39	8.12	10.44	—	11.47	1.24	4.44	5.19	5.13		—
Fanling	dep.		7.52	8.18	10.48	—	11.51	1.19	4.48	5.22	5.17		—
Taipo Market	dep.		7.43	8.29	10.58	—	12.02	1.31	5.02	5.37	5.37		—
Taipo	dep.		7.47	8.34	11.02	—	12.07	1.37	5.06	5.37	5.31		—
Shatin	dep.		8.00	8.47	11.16	—	12.21	1.50	5.23	5.56	5.44		—
Tsumali	dep.	7.27	8.14	8.59	11.31	—	12.34	2.13	5.37	6.09	5.56		—
KOWLOON	arr.	7.35	8.22	9.06	11.38	11.53	12.42	2.21	5.45	6.16	7.04		7.35

UP TRAINS

Stations		No. 2 Local a.m.	No. 24 Local a.m.	* No. 6 Through Express a.m.	No. 8 Through Express a.m.	No. 14 Local a.m.	No. 20 Local Noon	No. 22 Local p.m.	* No. 12 Thro. Expr. p.m.	No. 16 Local p.m.	No. 18 Local p.m.	No. 26 Local p.m.
Last Ferry leaves Hongkong		6.25	6.51	7.51	8.51	10.15	11.45	1.05	2.45	4.15	5.15	6.51
KOWLOON	dep.	6.41	7.10	8.07	8.13	10.32	12.00	1.13	3.00	4.34	5.27	7.00
Tsumali	dep.	6.51	7.13	—	8.25	10.35	12.03	1.27	—	4.45	5.37	7.30
Shatin	dep.	7.02		—	8.33	10.50	12.21	1.39	—	4.56	5.50	7.38
Taipo	dep.	7.17		—	9.43	11.03	12.34	1.53	—	5.06	6.06	7.46
Taipo Market	dep.	7.21	Sundays only	—	9.57	11.08	12.39	1.56	—	5.13	6.07	7.49
Fanling	dep.	7.33		—	10.08	11.19	12.48	2.06	—	5.23	6.17	7.59
Sheungshui	dep.	7.38		—	10.15	11.25	12.53	2.10	—	5.27	6.21	8.02
Shum Chun	arr.	7.44		8.50	10.18	11.29	12.58	2.14		5.32	6.27	8.05
SHEK LUNG	arr.	—		—		—	—	—		—	—	—
		—		10.47		—	4.32	—	5.29	—	—	—
CANTON (Tai Sha Tau)	arr.	—		12.10	2.34	—	—	—	6.45	—	—	—

* Will stop at Taipo and Sheungshui for first class passengers on notice being given to the guard at Kowloon.

SHA TAU KOK BRANCH.

	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling ...dep.	7.45	11.30	2.30	6.25	Shatukok...dep.	6.30	10.15	1.05	5.00
Shatukok ...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

Further information may be obtained at the Railway Offices, Kowloon, from Messrs. Thos. Cook & Son, Hongkong, or from The American Express Company, Hongkong.

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Miyanoshita:—Fujiya Hote
Nagasaki:—Japan Hotel
Nagoya:—Nagoya Hotel
Nara:—Nara Hotel
Nikko:—Kanaya Hotel, Nikko Hotel
Osaka:—Osaka Hotel
Shimonoseki:—San-yo Hotel
Shizuoka:—Daitokwan Hotel
Tokyo:—Imperial Hotel, Tokyo Station Hotel, Tsukiji Seiyoken Hotel
Yokohama:—Grand Hotel

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Taihoku:—Taiwan Railway Hotel

IN CHOSEN

Keijo Seoul):—Chosen Hotel
Fusan:—Fusan Station Hotel
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Hotel (Mukden):—Yamato Hotel
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A ROMANCE OF HAPPY VALLEY

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ON SALE

HONGKONG HANSARD REPORTS of the MEETING of the LEGISLATIVE COUNCILS for the Session 1921.
Revised by the Members

PRICE $5

DAILY PRESS OFFICE

SCOTTISH SPORT.

NEW PROFESSIONAL GOLF CHAMPION.

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, June 7th.

George Smith, of Lossiemouth, is the Scottish Professional Golf Champion. While a meed of sympathy was accorded Tom Fernie for his tantalising experience in failing by one stroke, there was genuine satisfaction among the professionals at Gleneagles that the title had gone to a new member of the fraternity. With four Championships already to his credit, Fernie could afford to let the honour circulate. Then Smith, besides being an able golfer, is a modest and well-liked fellow. He will carry with him to the grave a legacy of the war; he is stone deaf, and his cheerful demeanour under this handicap endears him to every one. Smith is a native of Lossiemouth, where he acts as professional to the Moray Golf Club. Thirty-two years of age, he served with the Gordons in the war, and was wounded at Loos and Arras. It was shell shock deprived him of his hearing, and some pieces of shrapnel still embeded in his legs are other souvenirs from France.

The new Champion is a rapid player. He "canters round like a Captain Cuttle." His quickness of action at times excels even George Duncan. The club is placed in front of the ball, and then skelp goes the shot. There is no waggling with the club, no fiddling about with the feet. This impetuosity seems his natural manner. It was noteworthy that towards the end of the second round, when he knew the importance of each stroke, his endeavour to be more careful imposed a restraint on his style that did not prove profitable. Instead of hitting with a sort of joyous abandon he tried to avoid certain traps, and with disastrous results.

Smith has figured in five Scottish Championships, and has usually finished well up. He is strong and clever through the green, but not a Willie Park at putting. Undoubtedly he was favoured by an early start in the competition, and was untrammelled by any thoughts of what he had to do. Fernie, on the other hand, was constantly hearing how Smith was going, and what the score must be to win. The issue ultimately narrowed down to a stroke, and Fernie was left with a four yards putt to tie,—and missed.

There were several notable failures in the Championship. Gordon Lockhart, Peter Robertson, and A. W. Butchart were all out of it before the last round started. In fact these three laboured through the competition; their mistakes were invariably punished; and they seldom had a gleam of luck. In the last round it was a case of Smith and Fernie for the first and second places; the rest were nowhere.

The new Champion is a native of Lossiemouth, and is 32 years of age. Before the war he was a partner in a golf business in Aberbeen with Alexander Marling, who some time ago went to America. Both men sufferred in the war, Smith losing his hearing and Marling losing an eye. Smith was with the 4th Gordons at Loos and Arras, and was twice wounded, his deafness being the result of shell shock. On more than one occasion he has come to the front in competitions, but this is his first great success. He is a worthy winner, a skilled golfer and a steady player.

TENNIS.

In the West of Scotland's Gentlemen's Singles Championship at Bellahouston, A. Blair, Pollokshields and D. L. Craig, Partick, met in the final. Blair won, and thus got a third turn of the Singles Championship.

SCOTTISH CRICKET.

By dismissing Carlton, one of the strongest batting sides in Scottish cricket, for the small total of 54 runs, Glasgow Academicals provided the surprise of the week. But the achievement did not bring them victory, the Western team having also a very poor total with the bat. In spite of a spirited first-wicket stand, and the concession of a large number of extras, Royal High School F.P.'s went down before Grange, though the school made a rather good defence against their strong adversaries. Watsonians, as a result of good bowling by T. D. Watt, who secured 5 wickets for 18 runs, gained a good victory over Edinburgh University. In the Scottish Counties Championship, Stirling County had no chance whatever against Perthshire. And Forfarshire were only saved by time from a defeat at the hands of Clackmannan. In the Western Union, Uddingston have already lost all their chances of the Championship this season; it is a bad downcome from form on their part.

Merchiston Castle, 190 for 7; Grange, 179 for 7.
Edin. Univ., 117; Forfarshire, 98.
United College, Dundee, 44; Perthshire, 275 for 7.
Dumbarton, 78; Uddingston, 134.
Edin. Univ., 225; St. Andrew's Univ., 67.
Glenalmond, 107; Perthshire, 185 for 8.
Glas. Univ., 78; Glas. Academicals, 86 for 8.
Fettes, 186; Grange, 148 for 7.
Carlton, 54; Glas. Academicals, 49.
Glas. Univ., 94; Glas. H.S., F.P., 93.
Grange, 170 for 3; R.H.S., F.P., 169.
Watsonians, 160; Edin. Univ., 72.
Merchiston, 218 for 2; Brunswick, 95 for 1.
Stenhousemuir, 44; Edin. Academicals, 89.

SCOTTISH COUNTIES CHAMPIONSHIP.

Perthshire, 271 for 6; Stirling Co., 86.
Clackmannan Co., 208 for 6; Forfarshire, 147 for 9.

(Continued at foot of next column.)

U. S. N. ACADEMY REUNION AT TOKIO.

"GESTURE OF FRIENDSHIP" ANALYZED BY U.S. PRESS.

It is an entirely safe statement that no incident of 1922's commencement season is to surpass in picturesque interest the reunion of the class of 1881, United States Naval Academy. It may even be called unique, for what other similar getting-together ever lasted ten weeks? It began when the American transport *Henderson* sailed from Hampton Roads, carrying the nucleus of the 22 men who are to be guests of the Japanese Government in general and of their classmate, Admiral Uriu, in particular. Others will join the party at Panama, yet others at San Diego, all of them bound for antipodal festivities, to culminate in an official banquet at Tokio on the Fourth of July, Admiral Baron Kato and Ambassadors Warren and Shidehara being at table. Lafcadio Hearn once said that the Japanese were "at their best and felt their best as entertainers," so one has reason to foresee a joyous occasion for Uriu and his fellows. As for Secretary of the Navy Denby—a sort of brother-in-law of the class, since he married the sister of Gilbert Wilkes, Annapolitan '81—Rear Admirals Wilson and Hoogewerf, Captain Bryan, and the trio of Marine Corps members, Major-General Barnett, Brigadier-General Haines, and Colonel Perkins, they surely are scheduled for an unusually delightful time.

SHAKING HANDS WITH JAPAN.

The real gain, however, and a gigantic gain it should be, is the emphasizing and enlarging of neighbourly relations between Japan and the United States. It is possible, of course, to find cynically-minded folk who hold that no such "gesture of friendship" as is here involved is worth anything as a preventive of possible later trouble. Haven't there been wars between nations once excellent friends? runs the alleged argument. So why waste money and energy and time? It should not need the saying that although quondam friends have fought, in a certain few cases, an untold number of disagreements, running the gamut from mere ill feeling to armed action, unquestionably have been prevented through the better understanding begotten of friendly intercourse. To-day's situation in Europe needs nothing more than just that. To-day's situation in the Pacific basin, though greatly improved by the Washington Conference, may be steadied yet further by exactly this. There is close analogy between friendship as shown among nations and that which is displayed among individuals; even if vastly differing in degree, the two are quite the same in kind. He is an abnormal thinker who will say of either that it is not worth seeking. He is an unobservant student of affairs who does not realize the fact that, in both cases, the desirable result follows broadened and deepened understanding as cause.

UNDERSTANDING NECESSARY.

Never was this understanding more called for than to-day, as between Japan and the United States, and this not because there exist material conditions making for political trouble, but because, for the best of a score of years, a "yellow" press has existed on both sides of the Pacific, misrepresenting facts, preaching distrust by explicit perversion or implicit fabrication, and generally magnifying the molehills of customary commercial and sociologic differences into seeming mountains of touchy, even belligerent international rivalry. The reader of these news distortions and editorial exaggerations, who is not otherwise informed, that is, carries away with him a travesty of the truth of a kind more than merely lamentable—it is dangerous. The first necessity, to counteract in whatever degree such a condition, is, obviously, that each of these two great nations should be brought to see facts as they are, to recognize feelings as they really exist.

This is precisely what the forthcoming visit of the Americans at Tokio will bring about to a considerable degree. Japan will observe, with characteristic oriental intentness, a group of excellently representative men of that generously broad-minded type which is fortunately usual in "the States," and these gentlemen, on their part, will take home with them a more intimate knowledge of the Japanese habit of thought and point of view. In each direction will be set in motion an influence for good, since it will mean a clearer understanding of the actual state of affairs, and this is only another way of saying that better relations will be solidified. The excursion, on its purely personal side, will be pleasant; valuable on its educational angle, while, regarding the facet of international relations as such, it may well be regarded as possessing a weight making it not less than noteworthy in two hemispheres.—*Christian Science Monitor.*

WESTERN UNION.

Ayr, 155; Uddingston, 97.
Poloc, 139 for 6; Drumpellier, 124.
Clydesdale, 156 for 9; Fergusslie, 138.
West, 127; Kilmarnock, 79.

PUBLIC SCHOOLS CHAMPIONSHIP.

Fettes, 260; Edin. Academy, 81.
Loretto, 153; Waston's, 146.

RUBBER PAVING.

SEARCHING TEST OF SINGAPORE INVENTION.

We have referred several times, says the *Straits Times*, to the invention of a rubber faced paving block by Mr. Lionel Cresson, chemist, of the Singapore Rubber Works, and we are now able to congratulate the inventor on the marked success of a severe test to which his blocks have been subjected. It may be remembered that the entrance pavilion of the Malaya Borneo Exhibition was laid with Cresson rubber blocks, and that they stood the test there perfectly. But it was felt that a much more severe trial was necessary, and the Singapore Harbour Board, thanks to the interest of Mr. S. A. Lane, kindly undertook to lay a large square of the rubber blocks in front of the weigh house where all the heavy vehicles conveying goods from the harbour to the city have to pass. There is probably more heavy traffic over that spot than over any other corresponding area in Singapore. Yesterday afternoon (July 5th), all being ready, Mr. S. A. Lane invited a party of representative citizens to view the first tests. Those present included Mr. R. J. Farrer, President, and Col. Pearson, Engineer in Chief, Singapore Municipality; Messrs. Trimmer, Tongue, Robson, Taylor and Alford of the Harbour Board; Messrs. Hinksen, manager of the Singapore Rubber Works, Mr. L. Cresson the inventor; Messrs. Makepence and Still, the Press. The first test was a run over the rubber area at about fifty miles an hour in a motor-car carrying four persons, and the onlookers confessed that the time for observation was not long enough to make much impression either on them or on the paving. It demonstrated one point, however, for it showed that the powerful suction of a fast travelling vehicle had no effect on the Cresson blocks. Then the big Harbour Board Fire Engine, fully manned, thundered over the blocks, and left them as they were. A heavily loaded lorry drew up suddenly on the test area, but again nothing happened, and finally a big road roller moved on, backed, advanced, and generally endeavoured to make itself objectionable to the paving. It also retired without producing any adverse effects.

So, as far as such tests can go, those made yesterday (July 5th) were very successful indeed; but the real test will be a few months subjection to the heavy traffic which daily passes over the selected spot. It may be explained that the blocks are laid on a foundation of concrete. The essential feature of Mr. Cresson's patent is that only about 3-8 of an inch of pure rubber is laid on the top of the block, the body of which may be made of almost anything—sand, ground brick and stone, even wood sawdust having been tested, and the whole may be said to be vulcanised into one uniformly cohesive mass. The advantage over any form of anchoring is obvious. Anchoring means that there is sunk in the rubber surface a piece of expanded metal or something of the same kind, and then the block is attached to a concrete foundation. Apart from the danger of tearing loose which brings to the surface jagged points of metal, there is this inherent defect in the anchoring system, that only about half of the actual rubber is available for surface wearing purposes, as the block is useless when the anchors become exposed. The merit of Cresson's block is that the whole rubber can be worn off and there will yet remain a surface upon which traffic can run, quite satisfactorily almost until the concrete foundation is reached. Nothing is conclusive except a long, severe test, and that is now being given, but we can say of the Cresson system that it is the most hopeful we have ever seen and brings rubber paving within the scope of possibility.

WHITEAWAY, LAIDLAW AND CO.'S YEAR.

After a run of exceptional prosperity, says the *Financial Times*, the Eastern drygoods house of Whiteaway, Laidlaw & Company has experienced an unpleasant setback. In addition to the general stagnation in trade the political conditions in the main spheres of the company's operations (India) have also probably affected business adversely. The 1920-21 report covered a period which, though difficult, only experienced the slump for about half its course, but the past season has felt the influence of the commercial depression all along, notwithstanding that the chairman, at the last annual meeting, did not give any reason for supposing that development would lead to the poor showing now recorded. But a good deal has happened since then, and the continued depreciation of silver has been one element which naturally reacts on undertakings having dealings with the Middle and Far East. The report for 1921-22, just to hand, shows a loss on trading of £32,800, as compared with a profit of £266,600 and a deficit, after providing for depreciation and establishment expenses, of £97,600 as against a surplus of £101,000. Presumably there was no idea in December of how the accounts would work out, or the interim dividend on the ordinary capital would not have been declared, and apparently it was towards the close of the financial term that the worst losses were incurred. No doubt a large proportion is represented by the necessity of writing down stocks, as so many similar enterprises have discovered. The ordinary interim distribution and the preference interest raise the deficit to £168,500, which is reduced to £21,300 by the £23,600 brought in and by taking credit for the claim of £123,600 for excess profits duty refund. A transfer from reserve extinguishes the residue, so that the next accounts will not be hampered by a debit balance. In the circumstances this is a satisfactory termination of a trying year and vindicate the policy of the board in the past of building up reserves which are still fairly strong even after bonus issues. The ordinary proprietors are lucky to get a return by way of the interim dividend, though it is the lowest in the history of the firm; the average now works out at just over 9½ per cent. per annum, tax free, so that the ordinary shareholders have little ground for complaint and must accept, with its contingent drawbacks, the luxury of bonus issues.

(Continued at foot of next column.)

TO INDIA IN THREE DAYS.

AIR LINER PLANS.

To India in three days and Australia in seven, including stops of six hours each in Egypt and at Rangoon and Singapore, is approximately the time-table which the promoters of the Empire Air Service are planning. This is the service in which the firm of Vickers and the Shell Oil Company are interested, and which aims at purchasing the five British airships which were to have been handed over to the Disposals Board. The scheme is still under the consideration of the Air Council, who have expressed the view that it "constitutes a notable advance upon any other for the utilisation of airships in connection with Imperial communications;" and it is expected shortly to come before the Cabinet for consideration of a Government guarantee for share and debenture interest on the proposed capital of four millions which the enterprise will require.

Speaking of the necessity of some form of Government guarantee, Commander Dennis Burney, who submitted the scheme to the Air Ministry, pointed out, in an interview with a representative of *The Observer*, that the enterprise at the outset must "necessarily be speculative. "The public," he said, "can scarcely be expected to come into it unless they get a certain amount of security. They are, however, I am perfectly sure, ready to take a hand in assisting to develop the Empire if they know that the Government is behind them."

The present airships, he explained, will be used not for the new service, but for training the crews. Assuming that the Government guarantee is secured, and that the company is floated in the course of the summer, it is hoped to start early next year a bi-weekly service for passengers and mails to Bombay and Perth, stopping at the points we have mentioned in order to refill with hydrogen and oil fuel. The fares will be less than steamship fares, but how much less is a matter for future consideration.

As intending passengers will want to be assured that the journey can be made in safety, "we shall probably have to run for a year," Commander Burney said, "either without any or with very few, although it is probable there will always be some who will be willing to venture, even at the start, on a journey which is both quicker and cheaper than any other. In order to secure safety, we intend to do away with petrol and use kerosene in its place, and to surround the hydrogen with a non-explosive gas.

"For a rapid long distance service like that proposed, the airship is the only thing. Aeroplanes, without night flying, would probably be twice as long on the way. The original scheme was based on two and a half million cubic feet ships, but we find now that we shall be able to build five million cubic feet ships, which will accommodate two hundred passengers. And when you come to consider the question of accommodation it is necessary to compare airships with trans-Continental trains rather than with ocean liners.

"You cannot have on an airship, at any rate at present, dancing halls and orchestras, but you will have all the facilities of trans-Continental trains and a good deal more space. Imagine a train three hundred feet long and twice as wide as it is, and you have an idea of what the airship carriages will be—carriages with sleeping cabins, restaurants, and smoke rooms. Roughly, we shall have forty-four or forty-five tons of lift, with which after the crew of thirty and the storage of fuel are accounted for, we can carry passengers and cargo."

Besides the commercial advantage of the service, Commander Burney touched upon the military importance of airship bases, and indicated that in return for the Government security that is being asked the Empire will have an asset of the highest potential value.

CANTON NEWS.

[FROM OUR CORRESPONDENT.]

CANTON, July 13th.

The weather since my last report has been at gale force and military movements may have been delayed. Reinforcements of Kwangtung Army troops are being poured into Canton, the majority having been brought from the four districts forming the hinterland of Kwang Chow Wan, as trouble is not expected there. The civil population view these movements with alarm and the Peace Protection Society have requested General Ip to desist from bringing more forces to Canton.

THE STRIKE OF ELECTRICIANS.

The electric mechanics' strike is proving more or less ineffective, as current was supplied to all parts of the city last night, the small foreign staff working overtime with the aid of inexperienced volunteers. No other guilds have come out but it is a well known fact that overtures were made to the staff of the Yuen-Han Railway (running between Wong Sha and Shiu Kwan) to strike. If this was to take place it would seriously interfere with the Kwangtung Army's communications with Shiukwan.

PRESS GANGS, BRIBES, AND SQUEEZES.

Reports of looting and outrages are scarce, this being probably due to the patrols and the cooperation of the civil population. But new menaces have appeared, the military being again responsible. Previously press-gangs devoted their attentions to genuine labourers: during the last few days respectably dressed Chinese, obviously of the merchant class, have been roped in, but they can escape the unenviable work by paying a sum of money for a substitute. As business is very dull, coolies are plentiful but no labour guilds have been approached to supply men for the work required. Another persecution is the purchase of trivialities worth 20 cents or so, payment being made by Kwangtung Provincial Bank notes of the higher denominations. The purchasers invariably demand change in silver subsidiary coins to the face values of the notes. The shopkeepers naturally refuse and the wisest policy in the circumstances would be to make a present of the purchase. Such generosity is always refused, however, and the cash transaction insisted upon. At a tea-house in Sai Kuan I saw an actual instance of this, the man in question tendering a $1 note in payment of a meal to the value of 30c. and insisting on 70c. change in silver; after some argument he got the change.

PEACE NEGOTIATIONS.

An hoon yesterday a second meeting was held at the Navy Department Headquarters on Dutch Folly Island, Admiral Tong Ting Kwong, General Ngai Bong Ping being present and Hung Shiu Lun, Li Bing Wing and Hung Leuk sending proxies. They are considered independant elements, the first two communicating Dr. Sun's stipulations and the others acting in the same capacity for General Ip Kue. The three resolutions adopted by the meeting held on the 11th, had been considered by the two parties and their respective counter-proposals were announced at this meeting. The following are General Ip's:—

1.—Dr. Sun to retire from the Presidency to facilitate re-union with the North as previously stated in the proclamation of the Kwangtung commanders.

2.—If Hsu Shung Chi (Dr. Sun's subordinate) persists in attacking Shiukwan *viâ* Kuk Kong, Yan Fa and Yung Yuen—this demonstration of hostility being an obstacle to peace—he could not very well refrain from defensive military action.

3.—Hsu's army and the Yunnan army (the main strength of the northern expedition) must retire beyond Nam Hung before the question of an armistice can be discussed.

Dr. Sun's reply to these counter-proposals were:—

1.—If Ip persists in exploiting his military strength to the utmost, he would retaliate by doing the same.

2.—Ip must entirely repudiate his stipulations before negotiations can be begun. Dr. Sun also gave the meeting to understand that Ngai Bong Ping was fully aware of his requirements for an armistice as a stepping-stone to peace. The acceptance of his suggestions was an imperative preliminary to discussions. His terms held good till noon on July 12th (the time of the meeting). These terms included the re-instatement of the President's Government and Ip Kue to ask formally for a pardon.

The meeting realising that neither side would concede one iota of the respective demands ended the meeting with a public announcement that no definite result had been arrived at.

(Continued at foot of next column.)

THE TRIAD SOCIETY.

POLICE DISTURB SECRET MEETING AND ARREST FIVE MEN.

The usual sombre appearance of the large court-room at the Magistracy was made brighter yesterday afternoon by a large collection of weird and gaudy looking articles laid out for the inspection of the Magistrate (Mr. Lindsell). The collection was seized in a house at No. 25, Hau Wo Street by the Police, who raided the place during the small hours of the 30th June, under the guidance of Inspector Kent. They discovered a party of Chinese engaged in solemn worship of the God of War, a deity known to his worshippers as Kwan Ti. This deity is generally worshipped by Secret Societies and in this case investigations led to the discovery of a Triad Society, an illegal secret society.

Inspector Kent, describing the raid to the Magistrate, said that the police were forced to batter down the door to gain admission. At the sound of the battering there was a scuffle inside and just as an entrance was effected the worshippers were seen leaving the room by means of the verandah. They scrambled down drain pipes and swarmed over the railings into the adjoining house. Out of the number, five men were arrested and four of these were produced at the Magistracy yesterday in answer to a charge of being members of an unlawful Society; the fifth man, is in hospital at present with a fractured arm received in attempting to evade the police.

The technical evidence of proving that the room was fitted up as a lodge was given by a Chinese Interpreter from No. 7 Station who, with the aid of Stanton's book on Secret Societies of China, described the uses of some of the articles produced in Court in relation to Society ritual. The first article produced was a well-executed water painting of Kwan Ti—The God of War—with his son and daughter. Kwan Ti is regarded as the tutelar deity of the Society. Strips of red paper covered with Chinese characters were next produced. These were discovered on the walls and are supposed to convert any ordinary room into a handsome "Red Flower Pavilion," which in the eyes of the Society is the principal room where initiation ceremonies and other secret work is carried out. A tripod incense vessel together with incense sticks were shown. These are used in the initiation of members, whilst a red lamp is supposed to have the power of telling false members from true. Twelve flags produced gave instructions to the members that they were to act in accordance with the ways of heaven. Two very simple articles were next shewn, but according to the Society's ritual they must be important. The first was a simple white fan with some Chinese characters written thereon. If this fan is used by any member it is a signal to the people of Hung that the member is in need of help. The other article was a pair of tailor's scissors. These are to be used when the occasion arises for ripping open the dark clouds at present obscuring the Ming Dynasty.

At this stage of the description of the articles by the Interpreter, Mr. Leo D'Almada, who appeared for the defendants, asked to adjourn the Court for a few minutes to enable him to consult his clients. It appeared to be quite obvious to him that defendants were guilty of a technical offence. The Magistrate agreed and the Court adjourned.

On resuming, Mr. D'Almada said that his clients were prepared to admit they were guilty of a technical offence in that they were unwittingly members of an illegal society. Apart from this there was nothing against the defendants. They were all men in regular employment, and they had been in gaol for two weeks already, waiting for the case to be heard. He understood from Inspector Kent that it was quite likely they would be deported.

The Magistrate agreed and imposed a fine of $100 with the option of six weeks' imprisonment on each of the four defendant.

A charge against the first defendant, of having assisted in the management of the Secret Society was withdrawn. The Magistrate considered the charge not proven. A charge of allowing her house to be used for illegal purposes was preferred against the principal tenant—a woman—but she put forward a plea of ignorance and as nothing was proved against her, this charge also was withdrawn.

SHIUKWAN.

The accounts of fighting in the area between Kiangsi and Shiukwan are not entirely without foundation. It appears that military activity and demonstrations by aeroplanes on Hsu's side have taken place. Press reports are meagre as the censorship is very strict, but a merchant with connection in that section tells me that he had authentic reports of engagements on a small scale without appreciable advantage to either side. No concentrated actions have been reported, but the most reliable sources state that Chen's advanced posts have retired on Shiukwan; this morning I spoke to a runner between Canton and Shiukwan and his version is that the Kwangtung Army will congregate at Pa Kong and offer resistance there. Yesterday on two separate occasions I saw batches of wounded Kwangtung soldiers going along the West Bund. Some were on stretchers and others who had slight wounds were being assisted by their comrades. I feel that unless some understanding is arrived at soon Hsu's army will show fight.

CORRESPONDENCE.

THE HONGKONG S.P.C.A.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—With reference to recent correspondence regarding the local S.P.C.A., I think the majority of the members, and all animals lovers, are disgusted with its inactivity. What is the matter? Are the officials too busy? It is possible some them are engaged in many similar duties; but is so, why not ask some of the other members to assist? Some may have the talent to give lectures on a suitable subject; others might be able to bring cases of cruelty to the notice of the authorities. Of course, a permanent Inspector is absolutely necessary to deal with the cruelty and especially to bring to notice the present inhumane system of slaughtering in this Colony, and to have this matter remedied.

Until such an official can be appointed, I am sure that much useful work would be willingly performed by the members of this Society, if the duties were systematically arranged.

Thanking you for your kindness in allowing the space.—I remain, Sir, Yours faithfully.

MEMBER.

WHO WAS THE LANDLORD?

PUZZLE FOR THE MARINE MAGISTRATE.

The Marine Magistrate was called upon yesterday to unravel a tangled story. An unlicensed boarding house had been discovered in Praya East. A Japanese woman told Sub-Inspector Shaftain that her husband was the proprietor and a summons was taken out in the name the woman gave as that of her husband.

In the Court a Japanese appeared in answer to the summons, but he denied that he conducted the boarding house. The woman also said that the man was not her husband and she confessed that she had no husband. The man however, admitted that the name the woman gave to the police was his name.

A Chinese rent-collector said the woman had paid the rent for some years. It was then suggested that another Japanese was responsible for one floor of the premises.

The Magistrate adjourned the case for the other man to be brought before him.

A HOUSE BOY'S LAPSE.

STEALS JEWELLERY AND CLOTHING FROM EUROPEANS.

On his own admission a house-boy named Ng Hong Wah was sentenced to three months' imprisonment with hard labour by Mr. Lindsell, at the Magistracy, yesterday, for stealing a quantity of jewellery and clothing from three European gentlemen residing No. 6, Aimai Villas, Kowloon.

The complainants were Mr. A. Farrell, from whom a gold watch had been stolen; Mr. Dykstra, who lost a quantity of clothing, a pair of gold jade links and a scarf pin, and Mr. A. E. Beavis who missed a gold pencil case.

Sub-Inspector Grant said that Mr. Beavis was unable to appear in Court and asked that the charge of stealing the gold pencil case be withdrawn.

Regarding the underwear the defendant said he kept it in his room waiting for the amah to take it away.

The Magistrate: But you were wearing one of the singlets?

The defendant: But, I didn't wear the socks, Sir.

Asked by the Magistrate why he stold the jewellery, the defendant said, "I didn't mean to steal them. My father is ill. I intended to borrow them only. I have been honest up to now."

"What! take your master's jewellery and then pawn it; do you call that honest, eh?" retorted the Magistrate.

The defendant thought for a moment and offered another feeble excuse, saying, "It was the mistake for a moment."

This excuse, like the other, failed, for Sergt. Andrew poined out that it could not have been the mistake of a moment as the jewellery was pawned on two separate dates.

The Magistrate did not wait for further excuses, but sent the man to prison.

SAIGON RICE MARKET.

The mpagnie de Commerce & de Navigation d'Extrême Orient, in their report dated Saigon, July 3rd, state:—

Our market has shown a little more activity during the last few days. Some business has been closed with America and Japan. Inquiries have also been received from Java, but without great success. Prices are firmer and sellers are reserved, especially for forward delivery.

It is too early to make any prospects concerning the new crop. The rains are regular and the work in the rice fields is proceeding normally.

The total amount of rice exported from January 1st to June 20th, 1922, is 571,587 tons against 676,334 in 1921.

We quote to-day:—White Saigon rice, No. 2 sifted, Japan quality, Hongkong $5.10 per picul, f.o.b. Saigon, for July-August shipment.

HONGKONG "DOINGS."

The Severn is a noble stream
That has its outlet in the West,
A landmark of our Island home,
That flows on daily without rest.
And Hongkong, too, can boast of one;
It has an outlet in the East:
But not so steady is its flow—
It rushes when expected least.
Its last flood threatened to o'erwhelm
The men of Hongkong in its scope,
For *nolens volens* it would make
The males as those devoid of hope.
'Tis not in mortals to command,
Although we are a maskee lot;
We'd rather play at golf and swim,
Than dream of coolies getting shot.
And so, re "conscript" volunteers,
Another fallacy appears;
I mean, that peoples do not get
The Governments they merit—yet.

* * * *

For one official says one thing
That promptly makes unholy stir,
And then another one gets up
And says, "Oh, no, no—As you were!"
And so, betwixt them both, you see,
We all remain in apathy.

* * * *

The subject of the local 'phones
Has made contention here of late;
We trust that when the matter's done,
We'll have less cause for "hymns of hate."

* * * *

Armed robbers still are to the fore
And seem to get away with it;
When dogs their licenses have got,
Police may have more say in it.
Though do not blame o'ermuch, my friend,
The Bobby does his best, you know,
And when more men come out from home
We'll prob'ly see a better show.

* * * *

The Rents Restrictions are in force
Again till June one nine two three,
But landlords who provide the "sticks"
Can still be happy, blithe and free.

* * * *

The Kowloon School, so Irving says,
Was beaten in a local test;
Chinese, and Portuguese as well,
Made British children give them best.
But though "results are saddening,"
What else could we expect to find?—
The place and climate do not help,
And amahs do not train the mind.

* * * *

Maconachie has told us all
To look in life upon the joys;
Mac's ration now, as in the War,
Is still the stuff to give the Boys.
And if Kowloon can find a site
They're going to build a "better 'ole,"
Where Mac can sometimes air his views
And give refreshment for the soul.

* * * *

If biz-ness worries you too much,
And makes you wish for sudden death,
Just ring up Corp'ral Grimes at once,
For *he* can take away one's breath.
There is no doubt that Corp'ral Grimes
Is hot stuff when he goes to shoot;
He wins most prizes in the Corps
And takes the "all-comers" to boot!

* * * *

By building here the largest ship
Yet built in China or Hongkong,
The Taikoo Dock has scored a hit.
Success be to it, sure and long!

* * * *

To get our parcels from the Post,
Our coolies have a long, long wait;
Perhaps it is because there's shown
An increase in the mails of late.

Of other males that is not shown;
In fact, now girls predominate.
In daily "Births" we see, approx.,
The boys are only one in eight.

* * * *

"To keep men happy, pay them chow,"
Was often said in days gone by;
A lady witness in the Court
Has told us now the how and why.
"For three whole days, he said that he
Had had no food," she testified.
Sarsaparilla she gave him—
He took the bottle, satisfied!

* * * *

We read of blasting on the Peak,
Whereby some folks were nearly hurt.
No, no, dear reader, do not frown,
I but refer to rocks and dirt.

* * * *

Chinese get wealth in many ways,—
Some cut hair, some speculate;
And some, who like an easy life,
Just wait a chance to peculate.
But here's a funny case, no doubt;
A banishee who had returned
A "tec's" coat pocket tried to pick;
And now he finds himself interned.
It seems quite obvious, of course,
That this poor chap who stole a purse
Had been "Cone-ing" to himself
That ev'ry day was worse and worse.

H.

DETECTIVE MISTAKEN FOR ROBBER.

HAD TO USE REVOLVER AGAINST THE CROWD.

A Chinese Police Sergeant, operating in plain clothes, on Thursday night had an unusual experience in Kowloon, which led to his being mauled in a large crowd of Chinese who mistook him for a robber.

The constable was on duty in Canton Road and about 11 o'clock he stopped a man carrying a parcel. He attempted to search him, whereupon the man raised the alarm of "robbers." A large crowd collected. The constable tried to explain that he was a policeman, but without avail. They set upon him and so belaboured him that on his return to the Water Police Station it was found necessary to remove him to the Kwong Wah Hospital, where he has been detained. The constable succeeded in getting clear of the angry mob by drawing his revolver and firing one shot into the crowd. A Chinese, living at No. 112, Canton Road, was wounded and he also is in hospital. Arising out of the incident two Chinese have since been arrested.

For having in his possession 100 rounds of revolver ammunition, a saloon boy, named Kwok Tai, employed on the s.s. *Tenyo Maru* was fined $250 by Mr. Hamilton at the Magistracy, yesterday.

NEW ADVERTISEMENTS

HONGKONG CRICKET CLUB.

MR. E. J. R. MITCHELL has been appointed to act as Honorary Secretary until the next Annual General Meeting.

Hongkong, 14th July, 1922. [1243

HONGKONG TENNIS LEAGUE.

PRESENTATION OF SHIELDS.

ON ACCOUNT of the Weather the Presentation of the Tennis Shields and the Exhibition Matches, Winners versus The Rest Will NOT take place TO-DAY.

It is hoped to arrange for SATURDAY, JULY 29TH.

JOHN C. FLETCHER.
1217] Hon. Secretary.

INDIAN RECREATION CLUB.

OWING to the Wet Weather the Committee and Members of the above Club regret very much to inform their Friends that the "At Home" fixed for TO-DAY, is unavoidably Postponed until SATURDAY, 29TH JULY, 1922.

D. RUMJAHN.
Hon. Secretary.

Hongkong, 15th July, 1922. [1240

KOWLOON-CANTON RAILWAY.
(BRITISH SECTION.)

THE Train Service between KOWLOON and CANTON will be Resumed from SUNDAY, the 16th instant.

H. P. WINSLOW.
Manager.

Kowloon, 14th July, 1922. [1241

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

No. 2A, D'Aguilar Street. Tel. 2932.

FAVOURED with instructions from the Concerned will sell by Public Auction, TO-DAY, SATURDAY, the 15th July, 1922, at 2.15 p.m., at his Sales Rooms,

A QUANTITY of WINES.

Comprising:
4 cases Barclay Perkins Lager Beer, qts.
6 cases Barclay Perkins Lager Beer, pts.
2 cases Moselore Wine.
1 case Moselore Appetoie Wine.
1 case Italian Vermouth.
1 case French Vermouth.
1 case Curacoa.
1 case Cherry Brandy.
1 case Creme de Menthe.
1 case Kummel.
2 cases Golden Guinea Champagne.
2 cases Extra Superior Port.
1 case White Port.
2 cases Ch. Laurier Claret.

ALL DUTY PAID.
Will be sold in Small Lots.

NOTE:—The above Wines are in First Class condition.

Terms:—Cash on delivery.

A. G. DA ROCHA.
[1244

THE EAST ASIATIC CO., LTD., COPENHAGEN.

THE M/S

"PERU"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st July, 1922, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st July, 1922, at 10 a.m.

All claims must reach us before the 24th July or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

MANNERS & BACKHOUSE, LTD.,
1243] Agents.

MR. HAN INOKUCHI
TELEPHONE K.

No. 21, ASHLEY ROAD, KOWLOON.
Back of STAR THEATRE.

CERTIFICATED EXPERT MASSAGE (HAND AND ELECTRIC),
ALSO AT
PATIENT'S RESIDENCE BY ARRANGEMENT
[1197

A ROMANCE OF HAPPY VALLEY

TO-NIGHT AT THE CORONET

BLACK BEAUTY

TO-NIGHT TILL SATURDAY.

KOWLOON THEATRE.

INTIMATIONS

NOTICE.

MADAME FLINT'S NEW SHOWROOM.

MADAME FLINT will shortly go to Paris to purchase goods for the coming winter season and will be pleased to execute any commission her *clientele* may wish to have attended to. When she arrives in Paris it is her intention to form an Anglo-French Company for the purpose of conducting her present business, to which will be added a Ladies' Hairdressing Saloon. This department will be properly up-to-date and will supply "transformations" and indeed everything that goes to make My Lady Beautiful.

Meanwhile Mlle. FLINT has sent out a large assortment of Autumn goods which are due to arrive here in September. Madame FLINT has just removed into the premises lately occupied by the BON TON, LTD., in Queen's Road Central. The place has been refitted and renovated throughout and a large stock of ladies' wear and hats is now on view there. As these must be sold to make room for the new season's goods a Special Reduction in Price has been arranged.

Madame FLINT takes the opportunity of thanking her numerous customers for their patronage in the past and holds herself at their disposal in the future. She expects to be back in Hongkong about the first week in November.

Hongkong, July 10th, 1922. [1234

RAFFLE.

IN AID OF ST. DUNSTAN'S HOME.

MADAME FLINT wishes to draw the attention of the General Public that she is offering a Beautiful SKUNK FUR and MUFF to be RAFFLED in aid of St. Dunstan's Home for the Blind Soldiers. Tickets can be had at MADAME FLINT'S Shop for $1.00 each. [1235

IN THE SUPREME COURT OF HONGKONG.

COMPANIES (WINDING UP) No. 2 OF 1920.

IN THE MATTER of the COMPANIES ORDINANCES 1911 & 1921
and
IN THE MATTER of the CHINESE PARTNERSHIP ORDINANCE 1911.

Re THE CHAP CHEUNG SING KI (IN LIQUIDATION).

TAKE NOTICE that the Liquidation having been completed, the Final Meeting of the Partners of THE CHAP CHEUNG SING KI firm will be held at the Offices of Messrs. LINSTEAD & DAVIS, Alexandra Buildings, (3rd Floor), on MONDAY, the 14TH AUGUST, 1922, at 12 NOON, when the Liquidators' Accounts will be placed before the Members of the firm and any explanations relating to the winding up will be given.

C. BERNARD BROWN,
1237]. Liquidator.

DAIRY FARM NEWS.

BUTTER.

THE BEST-KNOWN BRANDS ON THE MARKET.

"Daisy" $1.10 per lb.
"Dairymaid" $1.00 „

CHEESE.

Edam	$3.25	per ball
Gruyere	1.10	„ lb.
Australian Cheddar	.85	„ „
American	.85	„ „
Picnic (Own Make)	.40	„ jar.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

A. G. DA ROCHA
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

No. 2A, D'Aguilar Street, Telephone No. 2933

WEEKLY AUCTIONS.

TUESDAYS:—
MISCELLANEOUS GOODS

THURSDAYS:—
VALUABLE HOUSEHOLD FURNITURE

SATURDAYS:—
EXCELLENT HOUSEHOLD FURNITURE

PUBLISHED TO-DAY

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEKS LOCAL NEWS.

The Paper to send Home

INTIMATIONS

ST. PAUL'S COLLEGE MEMORIAL SERVICE.

A MEMORIAL SERVICE will be held at ST. PAUL'S CHURCH (Glencally) by the PRESENT and PAST PUPILS of ST. PAUL'S COLLEGE on SUNDAY, 16th instant, at 8 P.M. in Memory of the late DR. WU TING FANG, a former student in the College. ALL FRIENDS of the late Dr. Wu are cordially invited to attend. [1238

MORTGAGE INVESTMENTS WANTED.

MESSRS. DEACON, LOOKER, DEACON & HARSTON of No. 1, Des Vœux Road Central, Solicitors have for investment the sum of $500,000, and are prepared to consider applications for the advancement of the same on first class Mortgages of house property. [1231

HONGKONG & SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that an Interim dividend of £[illegible] per share, subject to deduction of Income Tax, has been declared for the HALF YEAR ending 30th June, 1922, at rate of 2s. 7½d. per dollar.

The dividend will be payable on and after TUESDAY, the 8th August, 1922, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 24th July, to SATURDAY, the 5th August, 1922 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Court of Directors,
A. H. BARLOW,
Acting Chief Manager.

Hongkong, 11th July, 1922. [1227

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND of Four Dollars per share for the six months ending 30th June, 1922, will be payable on WEDNESDAY, JULY 26th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY the 18th to WEDNESDAY, the 26th July (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.

Hongkong, 11th July, 1922. [1228

THE HONGKONG CENTRAL ESTATE LIMITED.

AN INTERIM DIVIDEND of Four Dollars per share for the six months ending 30th June, 1922, will be payable on WEDNESDAY, JULY 26th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 18th, to WEDNESDAY, the 26th July (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary to
The General Managers.

Hongkong, 11th July, 1922 [1228A

ROYAL HONGKONG YACHT CLUB.

BATHING SEASON, 1922.—REDUCTION OF SUBSCRIPTION.

MEMBERS' FRIENDS may become Bathing Members at a charge of $15.00 for Double Tickets and $10.00 for Single Tickets from July to October inclusive, on entering their names, together with the names of their proposers, in the register provided for that purpose at the Club House, when Bathing Tickets will be issued.

By Order of the General Committee,
F. G. VAUX,
Hon. Secretary.

Hongkong, 30th June, 1922. [1174

PREPAID "WANTED" ADVERTISEMENTS

☞ Letters are lying at this Office for Boxes QV, RF, RU, RW, TA, TH, TL, TM.

LOST.—Gents Gold Wrist Watch and Expanding Gold Bracelet. Reward on returning to Mr. R. L. BRIDGER, c/o Lane, Crawford. [202

WANTED.—House on Peak or Mid-level. Furnished or Unfurnished, preferably one with Garden. Reasonable rental. Reply by letter to 153 c/o this paper. [201

TO BE LET—Half of Large House on Peak fully furnished. Immediate occupation. Moderate rental. Reply by letter to "Peak" c/o this paper. [200

TO LET.—Ground Floor of the Astor House Hotel as Shops. 1st and 2nd Floors of the Astor House Hotel as Offices. 3rd and 4th Floors of the Astor House Hotel as Unfurnished Flats. As from the 15th instant. Apply Astor House Hotel. [199

WANTED.—ENGLISH GIRL, well-educated, would take POSITION as Children's Nurse, Governess, or Companion. Apply Box L.J., c/o *Daily Press* Office. [198

TO LET.

From 1st July, 1922 or Earlier if Required.

SUITE of 5 OFFICES, 2nd FLOOR of 15, 16, 17, 18 & 19, Connaught Road Central, Verandahs to each room FACING HARBOUR, LIFT from the Ground Floor. Apply Box 750 c/o *Daily Press* Office. [750

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown.

Further details apply.

485] W. G. HUMPHREYS & Co

INTIMATION

Just received, fresh and in excellent condition

H. D. FOSS & CO.'S

HIGH CLASS AMERICAN

CHOCOLATES

"Quality Folks" in 1 lb. boxes

"As you like it" in 1 lb. boxes

"Ideal" in ½ lb. boxes

A. S. WATSON & CO., LTD.,

Hongkong Dispensary.

HONGKONG OFFICE: 10A, DES VŒUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 15TH, 1922.

THE CANTON CRISIS.

ANOTHER effort to arrange a settlement at Canton has failed. Dr. SUN YAT SEN, as a first condition of negotiation, insists on the reinstatement of his Government while General IP KUE'S first condition is SUN YAT SEN'S retirement from the Presidency. They can neither agree upon this nor upon the restraints which shall be put during the armistice on the movements of troops. Moreover, Dr. SUN requires that General IP KUE shall formally ask for pardon for subverting the Government, and General IP is by no means in the mood to sue for it. The mediators came to the conclusion that the attitude of the parties put compromise out of the question. Though some of the leading Chinese in Canton have expressed a desire that the Consular Body should mediate, the Consuls keep aloof: the matter is one for settlement by the Chinese themselves. If it cannot be done by mutual arrangement, the only alternative is force. So far it has not seemed that General CHEN CHIUNG MING has put much heart into the business of suppressing Dr. SUN YAT SEN'S Government and organising a local administration of his own. He has seemed content with having driven Dr. SUN from the City to seek refuge with a Fleet whose loyalty to him, is to say the least, doubtful. Evidently the hope and confident expectation has been that SUN, having been ousted from Canton, would be persuaded by his friends to remove himself to Shanghai or Peking. President LI YUAN HUNG is still inviting him to the capital, and if he were well advised he would go, for if he takes his stand, as he says he does, on the manifestoes issued in his name on July 6th, it is obvious that he could better wage his political warfare in Peking than in Canton where definite opposition in military shape is now ranged against him. His resolve to remain in the South and fight it out classes him with all the other military satraps who are waging warfare for their own ends, or it conveys—as it certainly has to many minds—a suggestion that he is making a strong bid for a substantial monetary solatium. At an earlier date there was some mention in the tentative negotiations of a gift of one million dollars towards his "Presidential election expenses," but there is no monetary solatium mentioned in the latest proposals which have been under discussion. The capture of the Whampoa forts by General IP's forces, rendering the anchorage there perilously unsafe for Dr. SUN'S fleet, seemed to be the beginning of a definite move to send Dr. SUN further away from Canton. But, owing to the inefficient manning of the forts along the river, the Fleet, instead of steaming away from Canton has managed to come closer up to the city. Moored, as the ships are, very close to the Shameen, Dr. SUN may by said to be seeking security in the arms of the Powers against whom he has been accustomed in recent times to rail and protest. He cannot be easily attacked where he is without foreign lives and foreign property being endangered. This he knows well, and doubtless feels almost as secure from attack as if he were in a Consulate on the Shameen or in the private residence where his wife awaits him in Shanghai. Unless CHEN'S men are strong enough to boycott him or risk a covert attack on his ship the *Wingfung*, SUN appears to be, to a large extent, master of the situation. From this point of vantage he has been successful in promoting strikes among the workmen running the public utilities—water, electric light, and the telephone services, and report says that efforts are being made to bring out the railway men on the Canton-Kowloon Railway. So far, these strikes have been only partially effective. They appear to be represented by the strike leaders as an independent movement to "force a settlement" and to end a situation which is fast becoming intolerable to the community who find the cost of living rising and necessaries of life becoming scarcer owing to the dislocation of the traffic with the interior. It is perfectly evident, however, that the strikes have been engineered by SUN'S agents and it remains to be seen whether General IP is strong enough to defeat them. We cannot see how such exasperating attacks on the life of the community can advance the cause which Dr. SUN claims to be defending. Undoubtedly General IP and his superior, General CHEN, have lost prestige by their failure to press the advantage they gained a month ago. The general public are not so much interested in the political objects of the parties as in the establishment by one party or the other of some form of government which will give them security and that freedom of trade which is necessary to the general welfare. There are indications that the forces outside Canton are coming to grips. A decisive engagement will do more than anything else, it seems, to bring the present trying crisis to an end.

It is announced that the train service between Kowloon and Canton will be resumed from to-morrow.

Major H. G. Bagnall, D.S.O., R.G.A., has been granted six months' leave of absence on private affairs to the United Kingdom.

Mr. E. J. R. Mitchell has been appointed to act as Honorary Secretary of the Hongkong Cricket Club until the next annual general meeting.

A small fire occurred yesterday morning at six o'clock, at No. 30, Gough Street. An electric wire fused in the ceiling. Only slight damage was done.

An elderly Chinese, was yesterday removed from Lower Lascar Row to the Government Civil Hospital, suffering from opium poisoning, said to have been self-administered.

Snatchers do not have all the luck. For instance a man who snatched a purse, containing the meagre sum of 15 cents and against whom the case was clearly proved, was yesterday sentenced by Mr. Lindsell, at the Magistracy, to four months' imprisonment.

"It is just as easy to use the right side as the wrong side" the Marine Magistrate (Commander Beckwith, R.N.) told a number of Chinese coxswains charged yesterday with not steering the right course in the Southern fairway. Fines ranging from $10 to $20 were imposed.

It has often been remarked by travellers as strange that Singapore should be without a branch of the well-known firm of Messrs. Thos. Cook & Son. That anachronism, as a Singapore contemporary calls it, is being removed from Monday next when a branch of the firm is to be opened in Battery Road.

The typhoon brought over four inches of rain and a good many million gallons of water to the reservoirs, but a full supply during the 24 hours cannot yet be given through the mains. The quantity of water in store is not great enough yet, by any means, to make good the leeway of many weeks of shortage.

The *Canton Times* mentions that "on account of the unsettled state of affairs in Canton, many well-to-do persons have fled to Macao." Our contemporary adds "It is reported that plague is spreading over this place so that these poor fugitives have again removed to Chin Shan." There is more imagination than fact in this latter statement.

Announcements are made in our advertisement columns to-day that owing to the unfavourable state of the weather the presentation of tennis shields and the Exhibition matches in connection with the Hongkong Tennis League will not take place to-day. Nor will the Indian Recreation Club "At Home" take place to-day. It is hoped to hold both events on Saturday, July 29th.

Another highway robbery took place on Thursday night near the Cheung Lok Yuen Gardens. A woman riding in a rickshaw from Kowloon City, was stopped by four armed men. She was dragged from the vehicle and searched. Four dollars in money, one gold and two silver rings and a suit of pongee silk were stolen. This is the second robbery in this neighbourhood within the last few days.

Governor-General Wood is looking to the establishment of wireless telephone systems in the Philippine islands in the near future and in this connection he has written a letter to the department of commerce and communications, asking it to consider "what foresighted provision should be made to provide the laws and regulations to properly supervise and handle it to the best interests of the government and the people."

Straits papers announce the sudden death of Captain Victor Graves on his ship the *Jin Ho* belonging to the Eastern Shipping Co. He had brought his ship to her moorings in Penang, when he went to his cabin and collapsed. Deceased, who was only 48 years of age, and leaves a widow and one child, had been in the East for many years and prior to the war, was in command of one of the "Seang" Line steamers, plying between Rangoon and the China coast.

The population of the Federated Malay States at the census of April, 1921, was 1,298,292. There were 36,204 births and 39,077 deaths: the rates being 27.81 and 29.18 per mille, respectively. The death-rate of the four principal towns (Kuala Lumpur, Ipoh, Taiping and Seremban) is far too high. Infantile mortality and over-crowding are the main causes. There were 6,646 deaths of children under one year of age, being an infantile mortality-rate of 183 per mille. The ignorance of the mothers is deplorable.

The French community in Hongkong celebrated their National Day yesterday when the acting-Consul General, Mons. Paul Kremer, held a reception at the Consulate in Peak Road. H.E. the Officer Administering the Government was represented by his private secretary, Mr. A. Dyer Ball and his A.D.C., Capt. W. B. Moorhead; the Colonial Secretary (the Hon. Mr. A. G. M. Fletcher, C.M.G.) and the Attorney-General (the Hon. Mr. J. H. Kemp, K.C., C.B.E.) were present, as also were many well-known residents and officers of the Navy and Army. The toast "Prosperity to France" was proposed by the Consul-General and enthusiastically honoured.

The three Chinese who were charged with demanding money by false pretences from a hairdresser in Hollywood Road, were yesterday sentenced by Mr. Hamilton to imprisonment. The first defendant, described by Mr. Hamilton as the main mover in the affair, received six months, and the other two men one month each. Mr. Hall appeared in the case yesterday morning and told the Magistrate that he had been instructed to appear for the first defendant. On learning that the case was nearing completion and that Mr. Hamilton was not disposed to adjourn it, Mr. Hall asked leave to withdraw from the case. This was granted. The second defendant who pleaded an *alibi* on Thursday produced a witness yesterday, who stated that he had seen the defendant about three hours before the actual demanding of the money took place. The Magistrate said that did not prove anything and passed the sentence mentioned above.

TYPHOON DAMAGE.

Further reports of slight damage caused by the heavy wind and rain of Wednesday have been reported to the Police.

At Wong Nei Cheung Gap there was a small landslide from the hill side above the new motor road to the Peak. Several tons of earth and stone fell on to the road which for the meantime is blocked.

As the result of the snapping of an electric wire in Yaumati, on Wednesday night, all the houses in Shanghai Street were without electric light during the night. The damaged wire has since been repaired.

A main telephone wire between Saigon Road and Canton Road was snapped by the storm. Communication on this line was restored on Thursday.

A railing in Kennedy Road, was blown down by the storm; the Public Works Department have since repaired it.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

FRENCH NATIONAL FETE.

A GORGEOUS DISPLAY.

PARIS, July 13th.

The National Fête was gaily celebrated, and despite the dull weather, there were, as usual, big crowds at the Military Review at Longchamps Race Course. The troops included the Algerian Tirailleurs, Senegalese, detachments of Annamites, and the Tank Corps.

President Millerand, after the review, handed marshal's batons to Marshals Fayolle, Franchet and Despeciey, and the *Medaille Militaire* to Admiral Lacaze.

The Emperor of Annam and twenty-seven chiefs from French North-West Africa, all in gorgeous native dress, were conspicuous on the grand stand.

POLICE PREFECT FIRED ON.

CROWD ATTACKS THE ASSAILANT.

PARIS, July 13th.

While President Millerand and other notabilities were returning from the review at Longchamps, on the occasion of the National Fête, a man on the corner of the Avenue Merigny and the Champs Elysees, fired twice with a revolver at the carriage of the new Police Prefect, M. Naudin, which was preceding the President's equipage, but nobody was hurt. The assailant, when he fired, was standing behind a lady, whose clothing was scorched.

The dense crowd attacked the assailant, whom the police arrested with great difficulty. He gave the name of Gustave Bouvet, a Frenchman, age twenty.

The outrage has caused a sensation in Paris.

UNITED KINGDOM'S TEA SUPPLY.

POSSIBLE DEFICIENCY AT END OF YEAR.

LONDON, July 13th.

The stocks of tea in the United Kingdom on June 30th amounted to 170,500,000 lbs. being 47,691,500 lbs. less than on the same date last year, apparently the lowest since November, 1919.

Practically no stocks of the 1921 crop remain in India at present, and the annual requirements of the United Kingdom for home consumption and export are estimated at 450,000,000 lbs.

Given favourable weather, authorities in India were of the opinion that supplies should equal demand. Any deficiency resulting from the restriction of output would probably be noticeable towards the end of the year.

TRAITOR'S DEATH SENTENCE COMMUTED.

PENAL SERVITUDE FOR LIFE.

BRUSSELS, July 13th.

The newspaper *Peuple* announces that the King has commuted the death sentence passed on Armand Jeannes to penal servitude for life.

[Armand Jeannes was sentenced to death, after a ten days' trial, for wholesale espionage under the Germans, including complicity in the betrayal of Nurse Cavell.]

CANADIAN TITLE TO AN ISLAND.

EXPEDITION ORGANISED.

OTTAWA, July 13th.

An expedition is proceeding to northern waters to maintain the Canadian title to an island facing Greenland, across Davis Strait.

BRITISH-AMERICAN WAR-TIME SHIPPING.

SETTLEMENT OF CLAIMS ON TRANSACTIONS.

WASHINGTON, July 13th.

Claims and counter-claims between Great Britain and the United States Shipping Board, resulting from wartime shipping transactions, has been settled by Great Britain paying the board $12,000,000.

EDINBURGH CAPPING CEREMONY.

BLIND GIRL GRADUATE.

LONDON, July 12th.

A blind girl was among the five hundred graduates who were capped at Edinburgh University yesterday, by Sir (James) Alfred Ewing, K.C.B. The recipients of degrees included students from the Dominions, India, Japan and China.

EUROPEAN FINANCE.

THREATENED CHAOS IN WESTERN EUROPE.

LONDON, July 13th.

The breakdown of the Hague Conference, simultaneously with the collapse of the German mark, has again focussed attention on the German financial problem, which, with the almost anarchical condition of Austria, is threatening West Europe with chaos.

FRENCH ATTITUDE ALTERS.

It is now the consensus of opinion that the question of inter-Allied debts must be tackled, as offering the only solution of reparations difficulties, and the great change in the official French attitude on this matter is noteworthy.

Inspired articles have been appearing in the French Press recently, indicating that the hope of securing huge payments from Germany is now abandoned, and urging that France should be compensated for the acceptance of smaller payments, by the cancellation of foreign debts, with the control of German finances, and even the administration of German business undertakings. The articles also favour deliveries in kind instead of cash payments, and it is probable that the Banker's committee will shortly reassemble to consider the question of an international loan.

IRELAND RE-BORN.

CORK REPUBLIC RUMOUR UNFOUNDED.

LONDON, July 13th.

The message received at midnight shows that the rumoured proclamation of a republic in cork was unfounded. The City is quiet, though telegraphic communications are still subject to delay.

EARLIER CABLES.

SITUATION CONTAINS ELEMENTS OF PROMISE.

LONDON, July 13th.

In the House of Lords, Lord Birkenhead believed we were at last witnessing the birth of the Irish nation. He boldly claimed that the situation to-day contained elements of promise which had not existed between Ireland and England for ceturies. Murders, outrages, and hardships were decreasing. The Irish signatories to the Treaty had given the clearest possible proof of their preparedness to run every risk to carry it out. If they succeeded, the Irish question was solved; if they failed and savagery and anarchy resulted, Britain would not stand aside. At present he refused to believe that they were going to fail.

NEW SUPREME WAR COUNCIL.

LONDON, July 13th.

Mr. Michael Collins has been appointed Commander-in-Chief of the Irish Army; and Mr. Richard Mileaby, Chief of Staff; with General Owen O'Duffy as Commandant of the South Western Division. These constitute the Supreme Irish War Council in charge of military operations throughout the country.

COUNTY CRICKET.

BOWLERS' FINE AVERAGES.

LONDON, July 13th.

At Tunbridge Wells, Kent beat Sussex by eight wickets. For the winners Freeman obtained twelve wickets for 71, while, for Sussex, Tate took eight for 67.

At Gloucester, Lancs beat the home county by an innings and 11 runs. Parkin captured eight wickets for 4 in the losers' first innings, while R. Tyldesley took six for 31 in their second.

At Cardiff, Notts beat Glamorgan by an innings and 125 runs. For the winners George Gunn scored 91 and Hardstaff 99, while Richmond captured six wickets for 64 in the losers' first innings and Barrett eight for 26 in their second.

THE DAVIS CUP.

SPANIARDS DEFEAT INDIANS.

LONDON, July 13th.

At Bristol, in the second round of the Davis Cup Competition, Count Degomar (Spain) beat A. A. Fyzee (India) 1/6, 6/2, 6/3, 0/6, 6/1. Manuel Alonzo (Spain) beat A. H. Fyzee 6/1, 6/2, 6/2.

LARGEST SAILING SHIP WRECKED.

CREW'S DREADFUL EXPERIENCE.

SYDNEY, July 13th.

The five-masted barque, *France*, the world's largest sailing ship, was wrecked on a reef a hundred miles off the west coast of New Caledonia. The crew took to the boats after a dreadful night-long experience.

LATER.

The crew of the *France* have safely landed.

U.S.A. STRIKES.

EMERGENCY POSTAL SERVICE.

WASHINGTON, July 13th.

The Postmaster-General has informed the President that he has thoroughly organised a fleet of motor vehicles capable of being mobilised within twenty-four hours in the event of the shopmen's strike further interfering with the movement of mails.

A CORRECTION.

Reuter sends a correction of a message published yesterday regarding the strike. The name of Mr. H. C. Hoover, Secretary of Commerce was mentioned as making certain peace suggestions. These were made by Mr. Hooper, Chairman of the Railroad Labour Union.

THE GERMAN MORATORIUM.

ALLIES MUST CONSIDER REQUEST.

LONDON, July 13th.

In the House of Commons, Mr. Lloyd George said that obviously the Allies must seriously consider the German Government's request for a further moratorium in regard to cash-payment reparations and consult each other and the Reparations Commission concerning this. He was not then in a position to state the British Government's attitude, except to say that they considered it absolutely necessary such a respite should be given to Germany as would enable her to restore order in her finances so as to be in a position to make reasonable payments on account of her obligations at the earliest possible date.

THE ECONOMIC LIMIT?

LONDON, July 13th.

Replying to a deputation from the National Union of Manufacturers, urging the enforcement of the German reparations agreement, Mr. Lloyd George declined to discuss the question of reparations until the report of the Reparations Commission in Paris had been received, which he hoped would be in a few days. He entirely agreed with the desirability of enforcing reparations if it could be done without harming ourselves more than Germany. The situation in regard to Germany's external trade was not so roseate as the deputation appeared to think. Dr. Rathenau estimated the export trade of Germany at 25 per cent. of the pre-war volumes; the French estimate was 40 per cent. How could Germany export much capital on that basis?

COMMISSION'S FIRM STAND.

PARIS, July 13th.

The Reparations Commission has replied to Germany denying that reparations payments are the most important cause of the fluctuation of the mark, declaring that a stable position can only be re-established by the immediate enforcement of the financial reforms previously demanded by the commission, and promising a definite decision before August 15th. Meantime the Commission demands payment of the instalment due on the 15th inst.

CANADIAN-AMERICAN RELATIONS.

CONFIRMING A CENTURY-OLD AGREEMENT.

WASHINGTON, July 13th.

The Canadian Prime-Minister, Mr. King, and the Minister of Defence, Mr. Graham, called upon Mr. Hughes at the State Department in connection with Canadian proposals permanently to revise the century-old Rush-Bagot agreement respecting Canadian and American military defences in accordance with the decisions of the Washington Conference.

The agreement is subject to cancellation at six months' notice, and therefore lacks the element of permanency. It is probable that a new treaty will be negotiated.

Mr. King made a statement that he was most gratified at Mr. Hughes' sympathetic reception of the proposals, and added that Canada desired a permanent understanding as regards armaments, in order to effect lasting economies.

Other matters discussed included measures for the protection and conservation of fisheries in Eastern and Western Canada and in international water beyond the three-mile limit.

ACUTE GERMAN POLITICAL SITUATION.

SOCIALIST ATTITUDE CAUSES CRISIS.

BERLIN, July 13th.

The political situation is again acute as the result of a conference of the leaders of the trade unions, the Majority Socialists, and the Independent Socialists, at which considerable doubt was expressed as to whether the Socialist parties should accept the Defence of the Republic Bills in their present form. The rejection of the Bills would make a dissolution of the Reichstag unavoidble. The Majority Socialists reaffirmed their demand that the Independent Socialists enter the Government in order to form a decisive Republican majority.

The result of the discussion was communicated to Dr. Wirth, who considered it so serious that he telegraphed to Herr Ebert, who is immediately returning to Berlin from Freudenstadt, where he has been for a holiday.

BURMA OIL CO.'S RESULTS.

A SATISFACTORY OUTLOOK.

LONDON, July 13th.

At the annual meeting of the Burmah Oils, Ltd., Mr. Cargill, presiding, said that the hope of this year proving a good one was fairly well founded. The actual saving in 1921 was small, and trading results were down, due to a decline in the value of the rupee and a reduction in market values. The gross profits were similar, on the whole, to last year. Enterprise in India was handicapped by increased taxation and working costs.

The position was satisfactory, as in other fields except Trinidad geological opinion favoured further efforts. Prices of paraffin-wax candles were weakening, but the output of crude oil would be augmented in the future. The outlook was satisfactory.

The reports and accounts were unanimously adopted.

IMPERIAL WIRELESS CHAIN

HONGKONG AND SINGAPORE TO BE RECONSIDERED.

LONDON, July 13th.

In the House of Commons, in reply to questions, Mr. Kellaway stated that the Government had further considered the question of the Imperial wireless chain and had decided to erect in England a station of the ultimate power contemplated by the expert Commission, instead of one of smaller power as at first proposed. The Government was advised that this station would provide direct communication with India, South Africa and Australia. The Imperial Government would erect in India, and the Indian Government would work, a station also capable of directly communicating with England, South Africa and Australia. It was proposed to erect a second in Egypt, and the station for East Africa would be deferred.

The question of erecting stations at Singapore and Hongkong would be reconsidered.

The Government was communicating with the Union Government in regard to a station in South Africa, whilst Canadian Government experts were expected in England shortly to discuss participation by Canada.

CATASTROPHE IN CAIRO.

WORSHIPPERS KILLED BY FALLING ROOF.

CAIRO, July 13th.

Fourteen were killed and 20 seriously injured by the fall of the roof of the Abuelda Mosque, in the centre of Cairo, while the Faithful were celebrating the feast of the Patron Saint. Immense damage was done to the valuable antiquities in the Mosque.

AUSTRIAN WIRELESS STATIONS.

ANOTHER MARCONI CONCESSION.

VIENNA, July 13th.

A concession has been granted to a company in which Marconi's have the controlling interest to take over the Austrian wireless stations and to erect and operate new ones for a minimum period of thirty years.

NEAR EASTERN CONFERENCE

FRANCO-BRITISH CO-OPERATION.

PARIS, July 13th.

The French Government has accepted the principle of the British proposal for a Near Eastern conference at which the Greeks and the Kemalists would be represented.

LORD NORTHCLIFF'S ILLNESS

CONDITION MORE SERIOUS.

LONDON, July 13th.

It is announced that Lord Northcliffe's condition is not so satisfactory. His lordship is somewhat weaker from an obscure toxic process, which at present has not subsided.

EXPLOSION IN SCOTTISH COLLIERY.

LONDON, July 13th.

Twelve were killed and five injured in a fire-damp explosion at Gleam colliery, Stirlingshire, last night. About sixty men were working in the pit at the time of the disaster. Those rescued are expected to recover.

U.S. COTTON TARIFF.

WASHINGTON, July 13th.

The Senate has approved a tariff of 7 cents per lb. on imported long-staple cotton.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

"DISTRACTED CHINA."

"TIMES" COMMENT ON A DESPERATE SITUATION.

LONDON, July 14th.

The *Times*, in a leader on "distracted China" emphasizes the seriousness of the task of the new regime, and is of the opinion that Chang Tsos Lin's doings need not be regarded with anxiety.

More disquieting than the recalcitrance of Chang Tso Lin is the report that the acting President has not been receiving the promised support from the Tribune, who urged him to return to office, and also that factional strife is increasing in Parliamentary circles.

It is unfortunate that General Wu Pei Fu did not remain in the Capital, and seek to inspire the others with his own purposeful spirit.

The inter-related problems of unification, disbandment and finance, are still to be solved, and there can be no prospect of disbandment until unification is accomplished and a united Government firmly in the saddle.

Peking is financially *in extremis* and some form of relief is essential if a hopeless *impasse* is to be avoided. All knowing China are convinced that foreign loans are the bane of the Chinese.

The *Times*, far from advocating that the interested powers should now put their hands in their pockets, says it is imperative they should watch the situation carefully and sympathetically, with a view of intervening at the right moment. It is within their power to release the Salt and Customs surpluses in advance, and some such step, judiciously taken, might advantageously relieve what is nearly a desperate situation.

THE DERBY.

"CAPTAIN CUTTLE'S" VICTORY.

(BY HOTSPUR.)

In the presence of their Majesties the King and Queen and a colossal crowd, transcending even all previous recollections of vast gatherings on Epsom Downs, the race for the 1922 Derby was won this year for Lord Woolavington by Captain Cuttle, ridden by the leading jockey, Stephen Donoghue. Second was Lord Astor's Tamar, ridden by Frank Bullock, and beaten by four lengths. Three lengths further way, third, was Mr. Barclay Walker's Craigangower, ridden by Michael Beary, and the judge officially placed the favourite, St. Louis, fourth. Here are the brief details of the result:

Lord Woolavington's ch c Captain Cuttle, by Hurry On—Emotion ... ... (S. Donoghue) 1

Lord Astor's b c Tamar, by Tracery—Hamoaze ... ... (F. Bullock) 2

Mr. A. B. Walker's Craigangower, by Polymelus—Fortuna ... (M. Beary) 3

Lord Queenborough's b c St. Louis, by Louvois—Princess Sterling ... ... (G. Archibald) 4

Betting—10 to 1 agst. Captain Cuttle, 10 to 1 Tamar, 20 to 1 Craigangower, 4 to 1 St. Louis.

Won by four lengths; three lengths between second and third.

The scene had a most wonderful setting. In an experience which is now getting fairly long I do not recollect a crowd so enormous and impressive because of its size and orderliness. The many tens of thousands had got there somehow, and during the hours that the sun blazed with unrelenting fury they simmered and sizzled over the undulating shadeless expanses, and effervesced with amazing keenness and absorption in the big thing of the moment—the race, of course, and its outcome! The paddock, as the horses were being saddled and paraded for the Derby, was packed with a crowd which would have been called smart at Ascot. It is the biggest paddock on any racecourse in the country, and to search conscientiously and find every one of the thirty candidates involved one in a further loss of vitality and tissue in that torrid, still atmosphere. I can vouch for it that there were some survivors. Then it was only necessary to look out from the admirable Press Stand, which is a step higher than that reserved for members of the Jockey Club, to have all doubts removed as to the new record that had been created. There may be no means of actually measuring what is regarded as a record, for never before did I see people so completely blot out the face of the big Down. They seemed to change the face of the landscape, and where there were not people there were many thousands of motor-cars. So dense was the pack lining the rails for the first six furlongs that at intervals a view of the field as the big race was being run was completely shut out. It was as if they had been swallowed up by the unbroken phalanx of that part of the multitude which had strayed from the main body, intent on having at least a fleeting glimpse of the Derby. It is the first time I have seen so comparatively little of the first seven or eight furlongs of the race, and I know it was because a wonderful new record had been set up.

THE PARADE.

The public fortunate enough to be in the chief enclosures and on the opposite side of the course were immensely interested in the parade, but what of Captain Cuttle? He was missing from it, and I had missed him, too, in the paddock. Was he never coming? It was suggested that the Stewards had excused the horse the parade and had allowed the horse to be taken straight from the paddock to the starting-post. Then, as the parade had turned and the horses in Indian file were cantering before us on their way to the start, when this always interesting preliminary was nearly all over, out came Captain Cuttle, Donoghue gently trotting him along the line of the rails. And as he came on and was recognised the crowd cheered their hero in the saddle almost as if he were just coming back after winning. A great favourite he is with the Epsom public, and one needed no further evidence of the fact that the small bookmakers on the Downs would be "full up" on Captain Cuttle. The half-crowns and "ten bobs" were on "Steve." Such is the blind belief in him that he can rise to any occasion on this course. That low buzz of cheering and encouragement seemed to foretell what was in store. Such was how it struck me, and I was glad that I had at least put up the horse as likely to get into the first three.

Let me explain why he was late for the parade. Just as he was about to mount the jockey's quick and searching eye saw that something was wrong with one of the horse's plates. It looked like coming off, and he suggested that the farriers should be called immediately. There was not a moment to lose, but, fortunately, the farrier was found and the plate restored. All the while the perfectly good-tempered horse—as grand a specimen of the thoroughbred as one could wish to see—stood patient and still while the farrier did his job. And then the hurried mounting of the jockey and the belated appearance in the tail-end of the parade. Think of what might have been if that defective plate had passed unnoticed by jockey and trainer, if he had twisted it in running! He might——! He moved well when he cantered did the big chestnut colt, not with long sweeping strides characteristic of big horses, but with a quick snap in his action, which told that he would act on this course, with its abruptly-rising and quick-falling ground.

THE START.

Then the start, rendered indistinct by the shimmering heat haze which hung over that dark green background, and by the mass of folk that found fascination in this phase of the race. Mr. Allison, the starter, did well, bearing in mind the almost unfair task imposed on him. Re-echo was obdurate and sullen. Once St. Louis went right back, as if he, too, wanted to shirk, but he obeyed his jockey almost at once when he was headed into position again. Bucks Hussar was by no means exemplary, and there were other offenders. And then that staccato shout of "They're off!" and the dead silence. Those few moments are wonderfully hushed. It may be that everyone realises that the great crowning moment in the drama has come at last. The horses cannot be recalled; they are on their journey; and soon, so very soon, the winner will be known. And doubts will be banished, conjecture and debate quashed, hopes realised, disappointments, too, realised.

How had the favourites got off? That was a detail of feverish importance to know, for practically all of them had not been well drawn, and they might get blotted out in the first mad press for position. Re-echo was not badly off at 6; St. Louis was towards the outside at 19, and had for close company on his left Captain Cuttle at 20. Tamar was at 23, and Pondoland at 25. In an instant it was realised that Re-echo had not got well away, though he was not left in the sense that Moyode was. He just refused to start, and so took no part in the race. Pondoland was fairly away, and would not lose on that account if good enough; and St. Louis was away all right. As for Captain Cuttle, I really believe he was the first to leave the barrier, and afterwards Donoghue agreed that it was so. Jacquot and another then headed him, and so, in a rapidly lengthening line, they streamed up that first three or four furlongs of gradient.

Thus did they pass behind the thick veil of people about that part, and, excepting for fleeting glimpses, they were hard to identify until beginning the descent of Tattenham Corner. Captain Cuttle was still "there;" St. Louis was lying about sixth, and Pondoland was about the middle of the now straggling field. As they made the last curve of the famous Corner into the straight for home Jaquot was still in front, but it was Donoghue's race even then. He must just have moved hand and heel, that signal which the good horse can respond to, for he went racing, almost flying, as it seemed, into the lead, and began instantly to draw away. It seemed incredible that no others could be going after him to challenge for the Blue Riband, but it was so. No others, apparently, were good enough until, with a few more strides covered, Tamar descended on the scene and flung out a challenge of sorts. But, as Frank Bullock afterwards said, his horse could make no impression. He held him and at the finish was going away from him again. St. Louis—what of him? He was never far away, but he never looked like menacing Captain Cuttle. Nearing the finish he was putting in some great work and looked like getting third place, but he faltered again, and Craigangower prevailed for the minor honours.

THE FINISH.

Immediately dense crowds rolled like great waves over the course near to the Grand Stand, cheering the victory and waiting to cheer in horse, jockey, owner, and trainer. Lord Woolavington has doubtless been rehearsing in mental pictures for years the supreme moments when he would lead in a winner of the Derby. Mountain Apple years ago denied it to him; Sarchedon two years ago, and Alan Breck last year had been bitter disappointments. This gallant fellow, Captain Cuttle, had made amends for all, and so, amid all the bottled up excitement, now released and reacting, Lord Woolavington proceeded to live through all the splendid realism and tornado of triumph that he had pictured and hoped for. Behold him, therefore, tall, frail and pale with excitement, in grey top hat and eye-glasses, clutching in triumph at the leading rein, pressed by the cheering crowd, hemmed in by mounted police, and unceremoniously pushed by the dominating Captain Cuttle, on which sat the triumphant Stephen, his face alight and aglow with unfeigned happiness. Rather was Lord Woolavington led in by the horse, and when that ordeal was over there were the thousand and one congratulations from friends. And congratulations from their Majesties, shared in also by Donoghue, who is, I am sure, regarded with much favour by the King. Yes, indeed, they were splendid moments for the leading characters.

I cannot do better, perhaps, than conclude my story of the 1922 Derby by quoting Donoghue's own brief and pointed story as told to me a few minutes after he had weighed in:

I was first out of the "gate." I don't know whether you noticed it, but I was certainly first away, and from that moment I was full of confidence, because my horse strode out as if he way relishing it. Jacquot went on (with my permission!) and I let him and another one make the pace, I had a little doubt as to how he would come round Tattenham Corner and down the hill, but I felt he had only to do that well for there to be no doubt at all. He got a great move on there and my little anxiety went. I knew I could win just as I wanted, and when once headed for home I let him slide along. He was never off a tight rein really, and I had no more to do than ride him home with my hands just as you would ride a horse in a nice speed gallop on the Downs. He ran a great horse.

A petition, extensively signed, protesting "against the violation of law, and neglect of moral obligations, which are now allowed to prevail among many of the clergy of the Church of England," has been presented to the Archbishop of Canterbury, who declared his readiness to do everything in his power to restrain excesses. Drastic action had already been taken in certain cases.

A MARRIAGE MARKET.

HOW FRANKFORT DEALS WITH SURPLUS WOMAN.

In the German city of Frankfort, long known for its progressive tendencies in municipal affairs, a daring venture has been made to solve the problem, though it might not appeal to British ideas of sentiment and modesty.

It has established a "House of Confidence" as a social centre for young people with matrimonial aspirations.

The marriage problem is not a new one in Germany, the only new phase in the situation there being due to the unrest and uncertainty of present-day conditions and the fact that the class of society which formerly proceeded calmly and safely along the path of married life now finds this path bristling with difficulties and dangers.

This is the great middle class, the women of which have been left, stranded by the war, and the depletion of the male material of the world. Thousands and thousands of girls from this class in Germany have their eyes turned longingly along the great highway, waiting for the approach of a suitor.

Even should he come present conditions make it practically impossible for a newly-married couple from the middle classes to establish a household unless they are taken into the family home. But the smallest farmhouse in rural districts is more spacious than the roomiest apartment at the disposal of the middle class in the cities.

Housing scarcity and the high price of living have practically prohibited social intercourse, and no other way remains than that of the matrimonial bureaus and advertisements in the classified columns of the daily press.

Magdeburg attempted to solve the problem by establishing an official bureau for the purpose of bringing together two classes of social "remnants," so to speak—war widows and war invalids.

The matter has now been taken up by leading German physicians, who regard it as a question of race conservation. But Frankfort is the first city to take a systematic step in this direction by establishing a so-called "House of Confidence," the purpose of which is to provide a social centre and a meeting-place for young people with matrimonial aspirations.

There has been a tremendous revival in the matrimonial advertisement, which is being strongly advocated by German students of sociology, writes Karl H. von Wiegand in an American paper. The popularity of this medium is shown by the fact that 12 Berlin newspapers carried in one week 1,302 such announcements and inquiries.

Men were in the majority, and as a proof of their honest intentions they stated their trade and profession, from which it was to be seen that the marriage fever was strongest in the circles of the small shopkeepers and minor officials.

A Count who offered his title in exchange for a woman provided with a small dowry was left kicking his heels together at the door of the marriage market, whereas a locksmith, who advertised for a girl from his own walk of life, was speedily provided a life partner. A young woman with a slight physical defect, which was offset by a fortune of 100,000 marks, was overwhelmed with offers, whereas her life might have been spent in single loneliness had she not resorted to the channels of publicity in question.

MONOGAMY AS FRANCHISE CONDITION.

SENEGALESE PRIVILEGE IMPERILLED.

A curious Bill has just been introduced into the French Chamber. Its object is to make as a condition of French citizenship for natives of Senegal the formal renunciation of polygamy. By a law of 1833 civil and political rights were accorded to "all persons who are born free or acquire liberty" in French colonies on that day (Guiana, the Antilles, Réunion, the French Indies and Senegal).

In Senegal the great majority of such natives are Musulmans and they have been allowed to follow their own customs and laws according to the Koran, including polygamy, while exercising their right to vote in the colony. That is to say they exercise political rights without submitting to the French Common Law. The Chamber and Senate voted in 1916 that natives of the communes of Senegal enjoying civic rights were French citizens (and, therefore, subject to military obligations).

M. Valude, who is introducing the new Bill, points out that natives of Algeria, on the other hand, have been denied the status of citizenship because they have clung to the laws of the Koran. M. Valude's object is to redress this injustice. He also intends his Bill to make it impossible for a French citizen to go to Dakar, to become a convert to Islam, to acquire several wives and still exercise the rights of citizenship.

The report of the Committee which has been considering the revision of the Prayer Book has now been issued. It recommends that the book of Common Prayer should be left unchanged, but that suggested changes should be embodied in a separate volume, the use of which would be optional. In the marriage service the bride is still required to promise to obey.

LEGLESS SWIMMER.

IMAGINARY KICKS IN THE WATER.

Great interest has been aroused in the swimming world by the victories of Mr. W. Morris, a legless swimmer, of the Sydney Swimming Club, who has twice won the final of a 50 yards handicap event in an open competition.

Mr. Morris was looked upon as one of the State's most promising swimmers eight months ago when he lost both legs in a tramway-car accident. As soon as he had sufficiently recovered he determined to swim again.

"The first time I swam after my accident," he said, "friends carried me in and pushed me off, but I surprised them by splashing off at a great pace. The funniest thing of all was that I fancied I was kicking my legs again. When I brought my right arm over in the crawl my left leg rose and gave the regular kick. Of course, it was only imagination, but it seemed so real. In fact, I've only to get waist high in water to feel as I was before the accident."

PEERESSES AND THE LORDS.

The suggestion that the British Government should speedily pass a Bill enabling Peeresses in their own right to sit in the House of Lords was made in the House of Commons by Mrs. Wintringham.

Mr. Chamberlain replied that there was every reason to believe that the House of Lords would reject such a Bill. He did not feel justified in the present state of Parliamentary business in introducing legislation which had no chance of passing. Replying to a further question, Mr. Chamberlain said that obviously any proposals to reform the House of Lords would raise the question of the eligibility of women.

TRADE WITH RUSSIA.

WILL BOLSHEVIST PLEDGES BE HONOURED?

Business men before putting money into Russia to-day will naturally ask themselves one or two questions. The first is—What is the security for any pledge made by the Bolshevist Government? How do we know that it will be carried out, or that it will not, when convenient to it, repudiate its bond? (writes Mr. F. A. Mackenzie in the *Empire Mail*.)

The security of any concession from the Bolshevists depends first upon whether the Bolshevist Government is likely to endure or not. I have found to my astonishment, during my short stay in England, that a large number of people here and in France are under the impression that Bolshevism will shortly receive its death-blow. I have yet to find the foreigner living in Russia and acquainted with the actual conditions there who believes this. To-day the Bolshevist Government is firmly established. Its word is law from end to end of Russia, outside the region held by the Whites around Vladivostock. It has failed economically, but it has succeeded politically and militarily. Every effort to overthrow it by force has failed. We spent one hundred millions on the task, and for all the good it did, we had better have thrown the hundred millions into the sea. The Whites have proved their incapacity by their actions. The Bolshevists, however much you and I may dislike some of their political theories, have shown the will, the ruthlessness and the resolution which brings success. To-day they are also showing another quality, an adaptability and willingness to adjust their theory to actual conditions, which promises well.

If Bolshevism goes down, it will go down before either one of two things, before a religious revival, or a wave of anarchy. I see no prospect of either of these two things taking place.

BUSINESS MEN AGAIN IN POWER.

The second problem is—Will the Bolshevist Government keep its word?

It is to the obvious interest of the Government to keep its word, to create a condition of confidence, and to restore communications with the world. It has learned its lesson in a very hard school. Russia cannot live alone. Russia cannot do without business with other lands. The only way Russia can secure this is by adapting her economic code to the economic code of other lands.

Nothing has been more remarkable during the past few months than the way old business men and old merchants have come back to places of authority and power. One finds the different departments of the Government being run now not by extremists, but by practical and trained men. The change, even during the winter, was almost incredible.

HOW BUSINESS CAN BE DONE.

Direct trading in manufactured goods with Russia at the present time must be done through the co-operatives, through the Department of Foreign Trade in Moscow, or through the municipalities of some of the great cities. This undoubtedly hinders business and great efforts are being made to restore free trade in manufactured goods.

One large section of the Communists, backed by Mr. Krassin, strongly opposes this change, but I found everywhere in Russia the belief that the change would take place, and that free trade, or much freer trade, is bound shortly to come.

Firms seeking to do business with Russia must be prepared to grant credits, or to do business on the basis of exchange. There is a great deal to be done in the way of exchange, in Siberia in particular. The new port in the Tartar Sea, Noviport, is open for six weeks in the summer, and last summer several ships landed cargoes there, which were taken down by boat to Novo-Nikolaviesk, Omsk, Tomsk and Krasnioiarsk, the big distributing centres.

I was very much struck, in going over Siberia, to find that British enterprise was still to the fore, and still ahead of all else. In one out-of-the-way part of Siberia they told me that a British commercial traveller had slipped through into there from Turkestan, without permits or passes, and had made arrangements for good business. In Novo-Nikolaviesk the first foreign business men to arrive there were the representatives of a British firm, who arrived the same week as myself.

In Noviport, to the north, most of the ships that arrived last year were British. Siberia alone can absorb enough British goods to ensure prosperity for half the Midlands for a couple of years ahead.

Mr. Mackenzie, it is interesting to note, is the first independent investigator allowed by the Bolshevists to enter Siberia from the European frontier since the Revolution. Up to the time of writing he is probably the only one who has gone in.

DANGER TO I.M.S. AND TO INDIA.

The *Times* of June 23rd published a leading article on a letter from Sir Patrick Hehir, dealing with the danger of deterioration, if not disruption, of the Indian Medical Service, owing to the uncertainty and proposed Indianisation of the service, and suggesting it should be placed on the same footing as the Army Medical Corps. The *Times* emphasises that decay of the medical service is bound to react on all other Indian services, for if the quality of medical administration and treatment declines white men will not risk the lives of their womenfolk in dependence on it. British rule in India has achieved miraculous results for health of the country, says the *Times*, and those who have jeopardised this great boon to our Indian fellow subjects have incurred a responsibility, for which future generations will not lightly acquit them.

CHURCH SERVICES.

UNION CHURCH (Kennedy Road).—Sunday Services, July 16th
Morning Service at 11 a.m.
Evening Service at 6 p.m.
Preacher at both Services:—Rev. J. Kirk Maconachie. [114

FIRST CHURCH OF CHRIST SCIENTIST, MacDonnel Road, below Bowan Roads, Train Station. Sunday, 11.15 a.m. Wednesday 5.45 p.m. [183

CHANNEL TUNNEL PLANS.

NEW METHODS OF EXCAVATION.

Considerable interest has been aroused by the statement that when the Channel Tunnel scheme obtains the necessary Parliamentary authority new methods will be utilized in the boring operations. It is known that complete plans for the work have been prepared by Mr. P. C. Tempest, the engineer of the Channel Tunnel Company. At present there are two outstanding schemes for the conduct of the work: in one the point of departure of the tunnel is from St. Margaret's Bay; in the other from the foot of Shakespeare Cliff, Dover.

Sir John Hawkshaw, who favoured the St. Margaret's Bay route, proposed to drive the tunnel in the lower chalk, but the advocates of the Shakespeare Cliff line prefer that the tunnel should be driven through a particular bed of the lower chalk known as the chalk marl, which owing to its clay content, is said to be impervious to water. It has been proved that this deposit extends from shore to shore, and there should be no difficulty in following it, although its course may not be in quite a straight line. This route would cross the narrowest section of the Straits of Dover.

Special consideration has been given to methods of excavation. To ensure speed of construction a considerable number of working points are desirable and the scheme has been designed to provide for this requirement. Much interest attaches to an excavating machine designed by Mr. Tempest, which is now being assembled and which when erected will be tried in the chalk marl. It is believed that this excavator will have a greater output than any machine hitherto used for tunnel boring. The work of dealing with the spoil has also been the subject of special study, as it is impossible in the case of a submarine tunnel to remove it through shafts. One or two somewhat fantastic schemes have been proposed for discharging the spoil under pressure into the sea. Preference is, however, likely to be given to the slurrification method, by which the spoil would be converted into liquid by the addition of water and discharged from the tunnel works by pumping plant. As compared with the ordinary method of loading the spoil into wagons and hauling it away in train loads the slurrification process would save time and money.—*Times*.

SHIPPING NEWS

ARRIVALS.

July 13th.

Childar, Norwegian str., 1,102 tons, Capt. J. Hansen, from Bangkok, with a general cargo.—Thoresen & Co.

Eyra, British str., 2,315 tons, Capt. G. A. Sinclair, from Amoy with a general cargo.—Mackinnon, Mackenzie & Co.

Foochow, British str., 1,928 tons, Capt. W. Andrews, from Swatow, none.—B. & S.

Haiyang, British str., 1,362 tons, Capt. W. Couper, from Saigon, with rice.—Fook Tai Cheong.

Kwangchow, British str., 1,372 tons, Capt. C. P. Cole, from Singapore, with a general cargo.—B. & S.

Lake Fielding, American str., 1,588 tons, Capt. J. H. Benson, from Hoihow, with a general cargo.—Pacific Mail S.S. Co.

July 14th.

Aki Maru, Japanese str., 3,676 tons, Capt. K. Miyazawa, from Melbourne, with a general cargo.—N.Y.K.

Amoy, British str., from Canton.

Chuyang, British str., from Canton.

Hirano Maru, Japanese str., 847 tons, Capt. M. Harada, from Hongay, with coal.—Suzuki & Co.

Hsin Wah, Chinese str., from Canton.

Kaifong, British str., 987 tons, Capt. Milne, from Pakhoi, with a general cargo.—B. & S.

Tjipanas, Dutch str., 2,141 tons, Capt. J. J. Duit, from Amoy, with a general cargo.—J.C.J.L.

CLEARANCES.

July 14th.

Aki Maru, for Nagasaki.
Cadaretta, for Saigon.
Changchow, for Hongay.
Chuyang, for Swatow.
Hanoi, for K. C. Wan.
Hong Hwa, for Swatow.
Hydrangea, for Swatow.
Leesang, for Hoihow.
Miike Maru, for Crajapand.
Siangtan, for Canton.

PASSENGERS.

ARRIVALS.

Per N.Y.K. s.s. *Aki Maru*, on July 14th:—Mr. T. Moore, Mr. O. Mayer, Mr. J. Smith, Mrs. E. Acguin, Mr. and Mrs. J. Keppie, Mr. R. Maucy Lake, Mr. and Mrs. R. C. West, Mrs. R. Mitford, Mr. and Mrs. T. Davis, Mr. and Mrs. M. Foitz, M. J. W. Heran, Miss M. Hynes, Mr. W. O. Phillips, Mr. E. F. Sheaf, Mr. A. J. Clements, Mr. Montague Cohen, Mr. A. Hirzel, Miss N. Benamy, Mr. R. Dubuiu, Miss C. E. Marsh, Mr. H. E. William-Evonns, Mr. C. Tit, Mrs. H. Burns and a number of Japanese saloon passengers.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Dongola* arrived at London on July 13th.

The China Mail s.s. *Gorjistan* will arrive at the port from Singapore at daylight, to-day, and will be despatched for Singapore, Batavia and Sourabaya *via* Amoy on July 18th, at 3 p.m.

The s.s. *Mentor* (Blue Funnel) left Singapore on July 13th, p.m., for Hongkong, and is due here on July 18th.

The s.s. *Jason* (Blue Funnel) left Singapore on July 14th for Hongkong, and is due here on July 19th.

The s.s. *Tulthybius* (Blue Funnel) arrived at Seattle on July 12th.

The s.s. *Ajax* (Blue Funnel) left New York on July 8th *via* Suez for Straits, Philippines, Hongkong and Keelung, and is due here about September 4th.

The s.s. *Pyrrhus* (Blue Funnel) left Shanghai on July 13th, at noon, for London, Amsterdam and Antwerp *via* Hongkong, and is due here on July 16th. She will sail on July 18th, at noon.

VESSELS EXPECTED.

City of Lincoln (Bank Line), due August 15th.
City of Manchester (Bank Line), due July 15th.
Empress of Canada, due July 20th.
Hector (Blue Funnel), due August 15th.
Janus (B.I. Apcar Line), due July 16th.
Jason (Blue Funnel), due July 19th.
Kamakura Maru (N.Y.K.), due July 23rd.
Katori Maru (N.Y.K.), due July 23rd.
Kitano Maru (N.Y.K.), due July 20th.
Machaon (Blue Funnel), due July 24th.
Mentor (Blue Funnel), due July 19th.
Sardinia (P. & O.), due July 17th, about 6 a.m.
Tanda (B.I. Apcar Line) due July 23rd.
Theseus (Blue Funnel), due August 4th.
Wakasa Maru (N.Y.K.), due July 18th.
Yamagata Maru (N.Y.K.), due July 18th.
Yokohama Maru (N.Y.K.), due July 19th.

WEATHER REPORT.

July 14th, at 11.43.—Pressure has decreased considerably at Vladivostock, and increased slightly from Weihaiwei to Formosa. It has increased considerably at Hongkong.

This morning the typhoon is shown as a depression over Tongking.

A depression is also shown to the north of Korea.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 14th July, 1.96 inch. Total since January 1st, 34.18 inches, against an average of 44.10 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong to Gap Rock	S. winds, fresh, squally; occasional rain.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation.	Highest W.L. ever recorded.	Lowest W.L. ever recorded.	1922. W.L. July 11.	1922. W.L. July 12.
	Feet.	Feet.	Feet.	Feet.
Wuchow, W. River.	+79.50	—2.42	26.50	26.00
Kongmoon, W. River	+14.70	—0.80	5.60	5.80
Linkonghow, N. River	+57.00	—	—	—
Samshui, N. River	+27.25	—5.00	8.60	8.10
Sheklung, E. River	+15.15	—0.98	3.10	3.00

Engineer-in-Chief.

VESSELS ADVERTISED AS LOADING

Destination	Vessel's Name	Flag	For Freight Apply To	To be Despatched
LIVERPOOL via MARSEILLES & VALENCIA	Sado Maru	Jap.	Nippon Yusen Kaisha	Middle of July.
BOSTON & NEW YORK via SUEZ	Keelung	Brit.	The Bank Line, Limited	On 15th July.
NEW YORK & BOSTON	Egremont Castle	Brit.	Dodwell & Co., Ltd	About 8th Aug.
NEW YORK & BOSTON	Morish Prince	Brit.	Prince Line	Early August.
SAN FRANCISCO	West Faralon	Brit.	Struthers & Barry	On 22nd July.
SAN FRANCISCO via S'HAI & JAP. PORTS & H'LU.	President Wilson	Am.	Pacific Mail S.S. Co.	On 17th Aug.
SAN FRANCISCO via SHANGHAI, JAPAN, &c.	Nanking	Am.	China Mail S.S. Co., Ltd.	On 10th Aug.
VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c.	Empress Canada	Brit.	Canadian Pacific O. S. Ltd.	About 13th July
VICTORIA, SEATTLE & VANCOUVER via S'HAI., J. PORTS.	Yokohama Maru	Jap.	Nippon Yusen Kaisha	On 25th July, at 11 a.m.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Arizona Maru	Jap.	Osaka Shosen Kaisha	On 31st July.
VICTORIA, SEATTLE & VANCOUVER	Protesilaus	Brit.	Butterfield & Swire	On 1st Aug.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress of Russia	Brit.	Canadian Pacific O. S. Ltd	On 10th Aug.
MARSEILLES, LONDON & ANTWERP	Karmala	Brit.	P. & O.-B. I. & A. L.	On 18th July.
MARSEILLES via HAIPHONG, SAIGON, S'PORE &c.	Chambord	Fren.	Messageries Maritimes	About 25th July.
MARSEILLES, L'DON., ANTWERP via SINGAPORE, &c.	Haruna Maru	Jap.	Nippon Yusen Kaisha	On 4th Aug, at 11 a.m.
LONDON, ROTTERDAM & HAMBURG	Glamis	Brit.	Butterfield & Swire	On 8th Aug.
LONDON, AMSTERDAM & ANTWERP	Pyrrhus	Brit.	Butterfield & Swire	On 18th July.
LONDON, ROTTERDAM, ANTWERP & HAMBURG	Glenbeg	Brit.	Jardine, Matheson & Co., Ltd	On 4th Aug.
GENOA, MARSEILLES, LIVERPOOL & GLASGOW	Oanfa	Brit.	Butterfield & Swire	On 28th July.
ROTTERDAM, AMSTERDAM & HAMBURG	Oilerkerk	Dut.	Java-China-Japan-Lijn	On 21st July.
BOMBAY via STRAITS & COLOMBO	Soudan	Brit.	P. & O.-B. I. & A. L.	On 22nd July.
BOMBAY via SINGAPORE & COLOMBO	Tamba Maru	Jap.	Nippon Yusen Kaisha	On 25th July.
STRAITS & CALCUTTA	Kumsang	Brit.	Jardines, Matheson & Co., Ltd.	On 15th July, 3 p.m.
SINGAPORE & BELAWAN-DELI	Van Cloon	Dut.	Java-China-Japan-Lijn	On 23rd July.
BRINDISI, VENICE & TRIESTE	Nippon	Brit.	Dodwell & Co., Ltd.	About 22nd July.
BANGKOK via SWATOW	Foosbing	Brit.	Jardine, Matheson & Co., Ltd	On 18th July, at Noon.
PAKHOI & HAIPHONG	Kaifong	Brit.	Butterfield & Swire	On 18th July, at D.L.
HAIPHONG via HOIHOW & PAKHOI	Hozui Maru	Jap.	Yamashita Kisen Kaisha	About 20th July.
KEELUNG via SWATOW & AMOY	Taikwa Maru	Jap.	Yamashita Kisen Kaisha	About 20th July.
SANDAKAN	Hinsang	Brit.	Jardine, Matheson & Co., Ltd.	On 28th July, at Noon.
AUSTRALIAN PORTS via MANILA	Yoshino Maru	Jap	Nippon Yusen Kaisha	On 18th July, at 11 A.M.
AUSTRALIAN PORTS	St. Albans	Brit.	P. & O.-B. I. & A. L.	On 3rd Aug.
SHANGHAI via SWATOW	Wingsang	Brit.	Jardine, Matheson & Co., Ltd.	On 15th July, at Noon.
SHANGHAI, KOBE & YOKOHAMA	City of Manchester	Brit.	The Bank Line, Ltd.	On 15th July.
SHANGHAI, KOBE & YOKOHAMA	Wakasa Maru	Jap	Nippon Yusen Kaisha	On 19th July.
SHANGHAI, KOBE & YOKOHAMA	Amboise	Fren.	Messageries Maritime	About 21st July.
SHANGHAI	Sicilia	Brit.	P. & O.-B. I. & A. L.	On 3rd Aug.
SHANGHAI	Tracia	Brit.	Dodwell & Co., Ltd.	About 10th Aug.
SHANGHAI via SWATOW	Kwongsang	Brit.	Jardine, Matheson & Co., Ltd.	On 30th July, at D.L.
SHANGHAI & JAPAN	Tjiliton	Dut.	Java-China-Japan Lijn	About 15th July.
SAIGON, BANGKOK & SINGAPORE	Kishu Maru	Jap.	Osaka Shosen Kaisha	On 1st Aug.
SOERABAIA via MACASSAR	Tjipanas	Dut.	Java-China-Japan Lijn	About 15th July.
SWATOW, SHANGHAI & TSINGTAO	Liangchow	Brit.	Butterfield & Swire	On 18th July at Noon.
SWATOW AMOY & FOOCHOW	Haihong	Brit.	Douglas Lapraik & Co.	On 15th July, at 1 p.m.
SWATOW, AMOY & FOOCHOW	Haiching	Brit.	Douglas Lapraik & Co.	On 18th July, at 1 p.m.
MANILA	Yuensang	Brit.	Jardine, Matheson & Co., Ltd.	On 15th July, at 8 a.m.
MANILA, SINGAPORE, BATAVIA, SAMARANG, &c.	West Ivan	Brit.	Struthers & Barry	On 18th July.
WEIHAIWEI, CHEFOO & NEWCHWANG	Kashing	Brit.	Butterfield & Swire	On 22nd July, at 4 p.m.

VISITORS AT HOTELS

HONGKONG HOTEL.

Mrs Amphlett	Capt L. Maclay
Mr C. W. Anderson	Mr O. M. Mayer
Miss E. Anderson	Mr & Mrs J. F. Mendelsohn
Mr J. H. Backhouse	Mr B. J. Miles
Mr W. G. Bell	Mr P. Millar
Mr L. A. Blok	Mr Fred. W. Moore
Capt. & Mrs Beer	Dr J. Morrison
Mrs E. R. Bellios	Dr J. W. Noble
Mr & Mrs C. H. Benson	Mr C. Nopper
Mr R. J. Birbeck	Mrs Paterson & inft.
Mrs E. Blackburn	Mr J. W. Pell
Mr Ashley Carter	Capt. C. W. Puckett
Mr W. T. Clark	Mr A. H. Rowe
Mr A. J. Clements	Mr V. W. N. Russell
Mr Montague Cohen	Mrs A. Selson
Mr F. G. Crawford	Mr E. T. Sheaf
Mrs J. M. Doyle	Mr C. P. Smith
Mr E. D. Fleming	Mr J. Smith
Mr John S. Gardiner	Mrs E. Sparke
Mr R. Gestreand	Mr D. B. Sparks
Miss E. M. Gibbons	Mr W. v. d. Steen
Capt. T. P. Hall	Mr & Mrs R. Taylor
Mr & Mrs W. A. Hannibal	Mrs L. C. Thomas
Mr S. C. Harris	Mr J. S. Thomson
Mr A. Hirzel	Mr & Mrs Thompson
Mr H. M. Hodges	Mr C. S. Turner
Mr C. G. L. Hodgson	Mr G. Tussaud
Mr J. R. Hopkins	Mr & Mrs J. Warner-Frewn
Mr S. Howard	Mr T. Watters
Miss M. C. Hyland	Mr E. L. Westminster
Mr J. E. Joseph	Mr W. J. Windsor
Miss H. Leake	Mrs E. F. Wood
Mr E. J. Leveson	
Mr G. W. Mackay	

REPULSE BAY HOTEL.

Mrs Van Andel & child	Mr R. F. Mattingly
Mr Bokkers	Mrs McLiddell
Mr & Mrs J. D. Birrell	Mr Earker Ness
Mr L. H. Bossell	Miss Parker Ness
Mrs Paul Davies	Mrs Newrit
Mr O. F. Fritz	Mr & Mrs Nickelson
Mr & Mrs Geare	Mr & Mrs Powrie
Mr J. C. Gilson	Mr Schultz
Mr & Mrs Hannibal	Mr Sheryver
Capt. Inch	Mr S. P. Stewart
Mr & Mrs Kettering	Mr & Mrs C. Stone
Mr & Mrs Kirkwood	Mr & Mrs F. D. Tracey
Mr Lechner	Mr & Mrs T. H. Walker
Mr Lynott	Mr H. A. White

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 14th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.67	29.76	29.83
Temperature	79	80	85
Humidity	81	89	77
Wind Direction	SSE	SE	ESE
Force	7	4	2
Weather	ory	orlt	0
Rain	2.69	0.00	1.45

Highest open-air Temperature on 13th ... 82
Lowest open-air Temperature on 14th ... 77

HONGKONG TIDE TABLE.

From 15th to 21st July, 1922.

Days of Week.	Days of Month.	High Water H'kong Standard Time.	Heights	Low Water H'kong Standard Time.	Heights
		h. m.	ft. in	h. m.	ft. in
Satur	15	m 1 59	4 4	m 6 40	3 3
		0 41 a	5 2	7 47 a	1 8
Sun.	16	m 2 39	4 5	m 7 42	3 5
		1 35 a	4 8	8 30 a	2 2
Mon.	17	m 3 21	4 8	m 9 11	3 5
		2 42 a	4 4	9 15 a	2 5
Tues	18	m 4 4	5 1	m 11 4	3 2
		4 2 a	4 0	10 2 a	2 7
Wed.	19	m 4 45	5 5	0 21 a	2 6
		5 17 a	3 9	10 50 a	2 8
Thur	20	m 5 25	5 9	m 1 12 a	2 0
		6 26 a	3 8	11 39 a	2 8
Fri.	21	m 6 8	5 5	1 52 a	1 4
		7 28 a	3 9		

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

s.s. "CITY OF MANCHESTER"...15th July. ...Shanghai, Kobe & Yokohama.

HOMEWARDS.

s.s. "CITY OF CAMBRIDGE" ...3rd Aug. ...Havre, London, Antwerp & Hamburg.
s.s. "CITY OF MANCHESTER" 26th Aug....Marseilles, London, Antwerp & Hamburg.

Subject to change without notice.

For particulars of freight and passage rates apply to:—

THE BANK LINE, LTD.,
General Agents.

or REISS & Co., CANTON

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BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong

s.s. "KEELUNG" (Calls at Philadelphia)...via Suez Canal ... ... 15th July.
s.s. "CYCLOPS" ... ...via Suez Canal ... ... 25th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. REISS & CO. CANTON.

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MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

DESTINATIONS.	STEAMER & DISPLACEMENT.		SAILING DATES.
SHANGHAI, KOBE & YOKOHAMA	"AMBOISE"	15,000 ...	On or about 21st July.
	"CORDILLERE"	10,000 ...	On or about 4th Aug.
MARSEILLES, via HAIPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT-SAID... ...	"CHAMBORD"	15,000 ...	On or about 25th July.
	"ANDRE LEBON"	22,000 ...	On or about 8th Aug.
	"AMBOISE",	15,000 ...	On or about 22nd Aug.
	"CORDILLERE"	11,000 ...	On or about 5th Sept.

COMMERCIAL LINE

TUNIS, HARVE, DUNKIRK & ANTWERP DIRECT	"COMMISSAIRE PIERRE LECOQ"	... About beginning August.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKIRK, & ANTWERP. (ON APPLICATION)

For further particulars, etc., apply to

CONSIGNATION—TRANSIT—REPRESENTATION.

A. JOBARD,
Acting Agent,
Queen's Building.

Telephone 740.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers, having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, sleeves and Excellent cuisine.

FOR

SWATOW AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIHONG ...	Capt. W. C. Passmore	Saturday,	15th July, at Noon.
HAICHING ...	Capt. J. S. Thomson	Tuesday,	18th July, at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.
General Manager.

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Holhow & Pakhoi

s.s. "HOZUI MARU" ... ... on or about 20th July.

FOR KEELUNG via Swatow & Amoy

s.s. "TAIKWA MARU" ... ... on or about 20th July.

For further particulars, please apply to—

Branch Office:
No. 27 Bonham Strand, West.
Tel. No. 155.

S. MITARAI,
Agent,
Top Floor, King's Building.
Tel. No. 140.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KARMALA"	9,000	19th July	Marseilles, London & Antwerp
"SOUDAN"	7,000	22nd July	Singapore, Penang, Colombo & Bombay.
"KASHGAR"	9,000	31st July.	Bombay, Marseilles, London & Antwerp
"SICILIA"	6,702	18th Aug.	S'pore, Penang, Colombo & Bombay
"SARDINIA"	6,580	15th Aug.	Marseilles, London & Antwerp.
"DEVANHA"	8,091	30th Aug.	do.
"NOVARA"	6,850	13th Sept.	do.
"MACEDONIA"	10,512	27th Sept.	Bombay, Marseilles, London & Antwerp.
"KALYAN"	8,937	11th Oct.	Marseilles, London & Antwerp.
"DONGOLA"	8,056	25th Oct.	do.
"KHYBER"	9,000	8th Nov.	do.
"NAGOYA"	7,000	22nd Nov.	do.
"KAMALA"	9,000	8th Dec.	Bombay, Mars., L'don. & A'werp.
"KASHGAR"	9,000	20th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,300	3rd Jan., 1923	do.

BRITISH INDIA - APCAR SAILINGS

"EGRA"	5,108	15th July, 3 p.m.	Singapore via Amoy.
"JANUS"	5,824	18th July	Calcutta via Singapore & Penang

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,000	3rd Aug.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following:—Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc. The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal. The P. & O. Royal Mail Steamers to London via Suez Canal. The P. & O. Branch Service of Steamers to London via the Cape.

SAILINGS TO SHANGHAI & JAPAN

"SARDINIA"	6,580	18th July	S'hai., Amoy, Kobe & Yokohama.
"TANDA"	6,956	24th July.	Shanghai & Kobe.
"ALIPORE"	5,273	25th July	Kobe.
"SICILIA"	6,702	3rd Aug.	Shanghai only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Bandbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
Agents.

11, Des Voeux Road Central, HONGKONG. [1

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSEILLES—Monthly direct service via Singapore and Port Said
"ATLAS MARU" ... ... Wednesday, 19th July.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SAIGON & SINGAPORE, PASSENGER SERVICE
"CHICAGO MARU" (calling at Algoa Bay) ... Sunday, 16th July.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
"INDO MARU" ... ... Friday, 21st July.

SAIGON, BANGKOK & SINGAPORE
"KISHU MARU" ... ... Tuesday, 1st Aug.

CALCUTTA:—Fortnightly service via Singapore, Penang & Rangoon
"PEKING MARU" ... ... About Sunday, 16th July.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Dairen—Taking cargo to OVERLAND POINTS U.S.A. & CANADA
"ARIZONA MARU" ... ... Friday, 21st July.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco Panama and Cuban Ports.
"HAGUE MARU" ... ... Tuesday, 8th Aug.

NAW ORLEANS LINE via SUEZ,
"SUMATRA MARU" ... ... Thursday, 28th Sept.

JAPAN PORTS—Kobe & Yokohama via Shanghai
"ALTAI MARU" ... ... Sunday, 3rd Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers.
"KAIJO MARU" or "AMAKUSA MARU" ... ... Every Sundays, Noon.

TARAO via SWATOW & AMOY
"SOSHU MARU" ... ... Thursday, 27th July.

Tel. No. 4090. Y. YAMAUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "MOORISH PRINCE"... ... Early August.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED
(Incorporated in Great Britain)
St. George's Building.

Telephone 3165.
Telegrams (Farnprince).

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
SHANGHAI	"FOOCHOW" ...	On 15th July, D.L.
CHEFOO & TIENTSIN	"KUEICHOW" ...	On 15th July, 4 p.m.
SHANGHAI & TSINGTAO	"SHANTUNG" ...	On 15th July, 4 p.m.
SWATOW & SHANGHAI	"CHENGTU" ...	On 17th July, 4 p.m.
PAKHOI & HAIPHONG	"KAIFONG" ...	On 18th July, D.L.
AMOY, MANILA, ILOILO, CEBU & KALUMBOGAN	"TEAN"	On 18th July, D.L.
SWATOW, SHANGHAI & TSINGTAO ...	"LIANGCHOW"	On 18th July, noon.
SWATOW & BANGKOK	"KIUNGCHOW"	On 18th July, 2 p.m.
WEIHAIWEI, CHEFOO & NEWCHWANG	"KASHING" ...	On 22nd July, 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO Excellent Saloon accommodation amidships; Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, Ltd.),
Agents.

TELEPHONE 36.

CARGO & BAGGAGE CARRIER INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILING SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAIFUAN" ... "CHANGSHA" ...	20th July. 5th August.	25th July. 10th August.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, Ltd.), Agent.

Telephone No. 36

SIAMESE STEAMSHIP CO., LTD.

SAILINGS FROM HONGKONG

FOR	STEAMER	TO SAIL

For further particulars apply to
Messrs. BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.), Agents.

TELEPHONE 34. [37

PACIFIC MAIL S.S. CO

MANAGING AGENT, U.S. SHIPPING BOARD EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports USG $620.50 First Class Throughout.

AMERICAN STEAMERS

SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

	Leaves Hongkong	Arrives San Francisco
S.S. "PRESIDENT WILSON" (formerly "EMPIRE STATE") ...	July 26th ...	Aug. 17th
S.S. "PRESIDENT LINCOLN" (formerly "HOOSIER STATE") ...	Aug. 22nd ...	Sept. 14th.
S.S. "PRESIDENT CLEVELAND" (formerly "GOLDEN STATE") ...	Sept. 13th ...	Oct. 5th.

HONGKONG-CALCUTTA SERVICE

CALCUTTA VIA SINGAPORE, PENANG AND RANGOON.

S.S. "DOYLESTOWN" ... ... July 14th.

TAMPA INTER-OCEAN S.S. CO.

FOR HAVANA, NEW ORLEANS, NEW YORK.

S.S. "HEFFRON" ... ... Aug. 19th.
S.S. "VICTORIOUS" ... ... Sept. 5th.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO" Union Building, Hongkong.
AGENTS AT CANTON:—REISS & Co. [35

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON

s.s. "EGREMONT CASTLE" ... sailing on or about 8th August.
s.s. "DACRE CASTLE" ... ... Middle of September.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

s.s. "TRACIA" ... ... sailing on or about 10th August.

FOR BRINDISI, VENICE & TRIESTE

s.s. "NIPPON" ... ... sailing on or about 23rd July.
s.s. "TRACIA" ... ... sailing on or about 29th August.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

s.s. "UMONA" ... ... sailing 30th August.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LIMITED,
Agents.

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POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
Shanghai	Liangchow	15th July.
Straits	Emden	15th July.
Straits	Gorjistan	15th July.
Canada, U.S.A., Japan and Shanghai	Pres. Jackson	16th July
Europe via Suez (Letters and Papers London 15th June, and Parcels London 7th June)	Sardinia	17th July.
Bombay	Wakasa Maru	18th July.
Japan	Yamagata Maru	18th July.
Japan & Shanghai	Yokohama Maru	19th July.
Japan and Shanghai	Kitano Maru	20th July.
Straits	Katori Maru	23rd July.
Bombay	Kamakura Maru	23rd July.
Calcutta & Straits	Suzuki Maru	26th July.

OUTWARD MAILS.

For	Per	Date.
Fort Bayard, Hoihow & Haiphong	Hanoi	Saturday, 15th, 7.30 A.M.
Java and Port Moresby, via Sourabaia	Tjipanas	Saturday, 15th, 9.00 A.M.
Swatow, *Amoy and Foochow	Hai Hong	Saturday, 15th, 11.00 A.M.
Saigon	Cadarsita	Saturday, 15th, 11.00 A.M.
Straits and Calcutta	Kumsang	Saturday, 15th, 1.00 P.M.
Amoy and *Straits	Egra	Saturday 15th, 1.00 P.M.
Philippine Islands	Yuensang	Saturday, 15th, 2.00 P.M.

*Correspondence bearing vessel's name only.

COMMERCIAL.

OPENING QUOTATIONS.

14th July, 1922.

ON LONDON.—	
Telegraphic Transfer	2/7
Bank Bill, on demand	2/7 1/16
Bank Bill, at 30 days sight	—
Banks Bills, at 4 months' sight	2/7½
Credits, at 4 months' sight	2/7¾
Documentary Bills 4 months' sight	2/3
ON PARIS.—	
Bank Bills, on demand	710
Credits, 4 months' sight	745
ON NEW YORK.—	
Bank Bills, on demand	57⅞
Credits, at 60 days' sight	59¼
ON BOMBAY.—	
Telegraphic Transfer	—
Bank Bills, on demand	198½
ON CALCUTTA.—	
Telegraphic Transfer	—
Bank Bills, on demand	198½
ON SHANGHAI.—	
Bank Bills, at sight	—
Private, 30 days' sight	—
ON YOKOHAMA.—On demand	119
ON MANILA.—On demand	116
ON SINGAPORE.—On demand	111
ON BATAVIA.—On demand	150
ON HAIPHONG.—On demand	nom.
ON SAIGON.—On demand	—
ON BANGKOK.—On demand	80½
SOVEREIGN, Bank's Buying rate	$ 7.60 n
GOLD LEAF 100 fine per tael	44.40
BAR SILVER per oz.	35½

		Per cent.
Hongkong	18 cent piece	30.03 Premium.
Hongkong	20 " "	1.00 Discount
Canton	20 " "	19.19 "
Canton	18 " "	0.00 "

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